

# Marble Falls Comprehensive Plan Update

## COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC) MEETING # 3

November 19, 2015

# Meeting Objectives



- Overview of EDC projects and relationship to Comprehensive Plan – EDC Executive Director
- Overview presentation of Chapters 3 and 4 – Halff
- CPAC discussion of recommended changes to Chapters 3 and 4 – Halff & CPAC
- CPAC discussion of recommended changes to Chapters 3 and 4 – Halff & CPAC
  - Land Use, Character & Design
- Next steps – Halff

# Plan Overview & Status

- Plan Chapters

- Ch. 1, *Plan Introduction & Context* – Complete; feedback received; revisions in progress
- Ch. 2, *Engagement & Vision* – Complete; feedback received; revisions in progress
- Ch. 3, *Planning for Growth* – Delivered Nov. 4<sup>th</sup>; presentation tonight to receive feedback
- Ch. 4, *Mobility* – Part delivered Nov. 17<sup>th</sup>; part Nov. 18<sup>th</sup>; presentation tonight to receive feedback
- Ch. 5, *Land Use, Character, & Design* – due in December; slated to be presented 01/05/2016
- Ch. 6, *Parks, Recreation, & Open Space*
- Ch. 7, *Public Facilities & Services*
- Ch. 8, *Infrastructure*
- Ch. 9, *Implementation*

# Ch. 3 Planning for Growth

- Describes past & current growth trends
  - Historical and predicted population #s
  - Identifies where recent growth is occurring (based on CAMPO GIS data)
- Describes different patterns of growth
- Recommends certain patterns to move forward
- Identifies action recommendations





# Recent Growth Trends

- Baylor Scott & White Medical Center
- Improved bridge over Lake Marble Falls
- Proposed improvements to U.S. Highway 281
- Renewed interest in:
  - Residential and commercial development
  - Improving the character of development
  - Increasing tourism
- Concerted effort to improve downtown

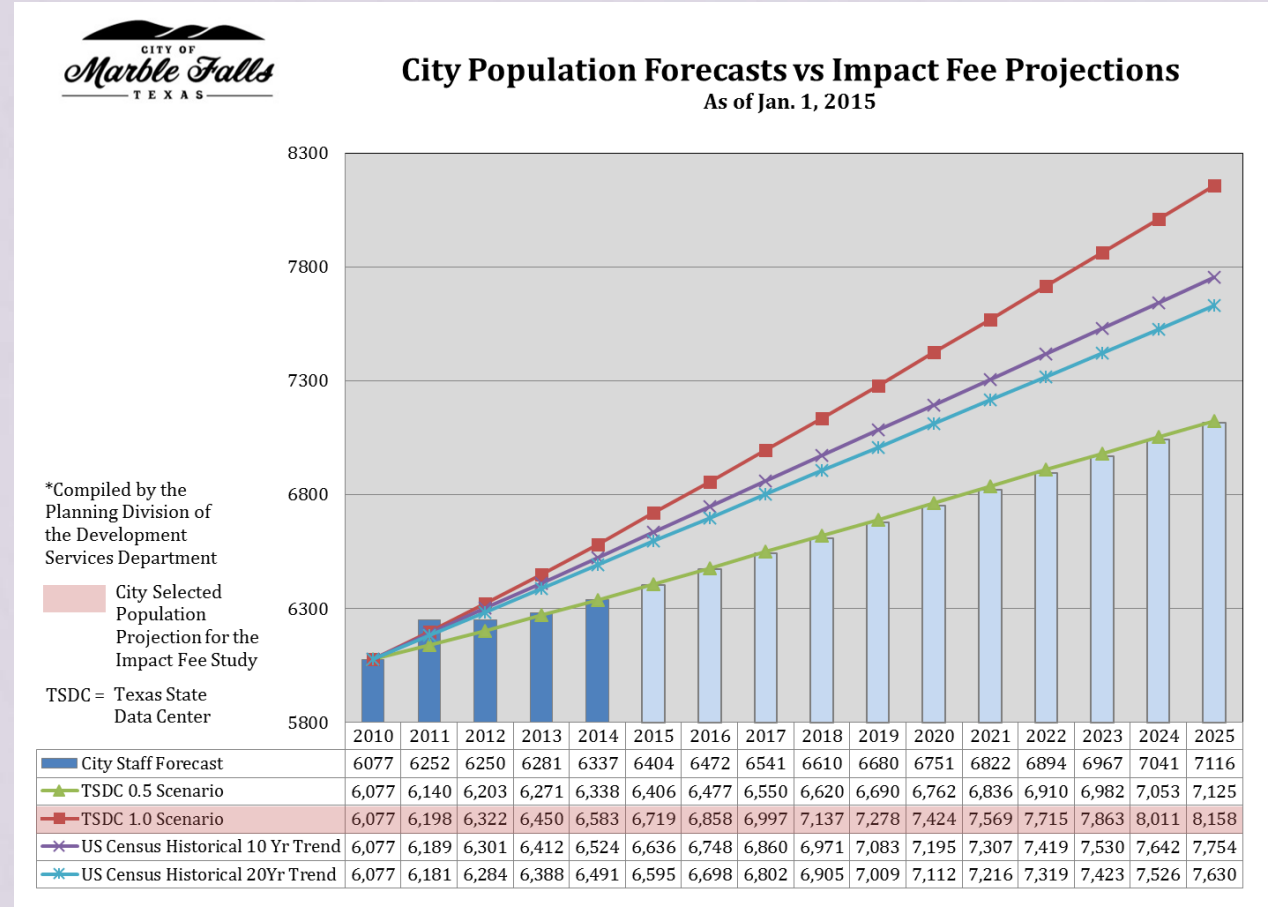


# Projecting Long-term Growth

- Reasons
  - Help determine numbers and types of houses needed
  - The configuration of new roads & their functional classifications
  - Helps to predict needed expansions in municipal utilities and services
- An inexact science
  - Previous comp plan was based on the exponential growth from the 1970s (growth of over 50%) the next three decades (approx. 23%)
  - Projected: 8,118 to 9,210 persons
  - Actual: 6,077 persons

# Projecting Long-term Growth

- Bi-annual staff monitoring
  - SF home permits
  - Manuf. home permits
  - MF housing permits
  - Demolitions
  - Residential water meters
  - Institutional living
  - Etc.



# Historical and Projected Population #s

Low: 6,888

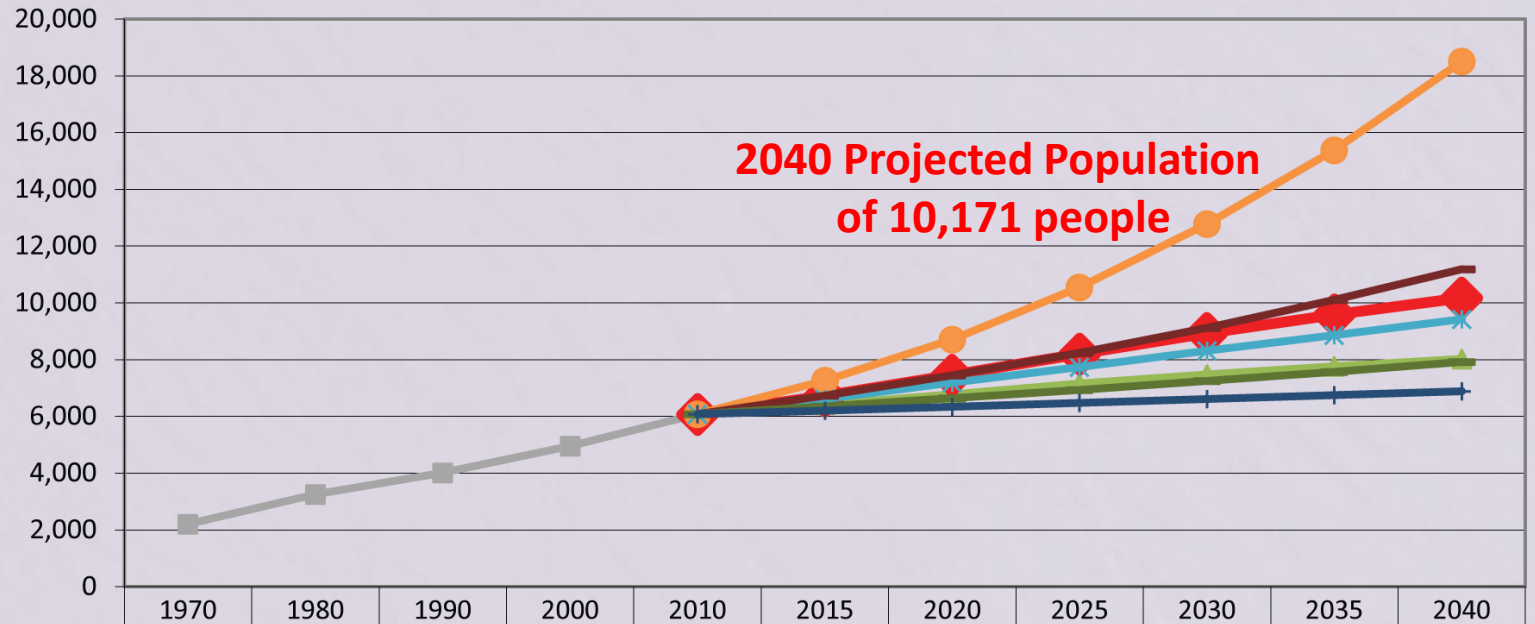
High: 18,059

Trend: Slower growth

Decreasing  
County %

2014: Permits = to  
2011, 2012, & 2013

Population

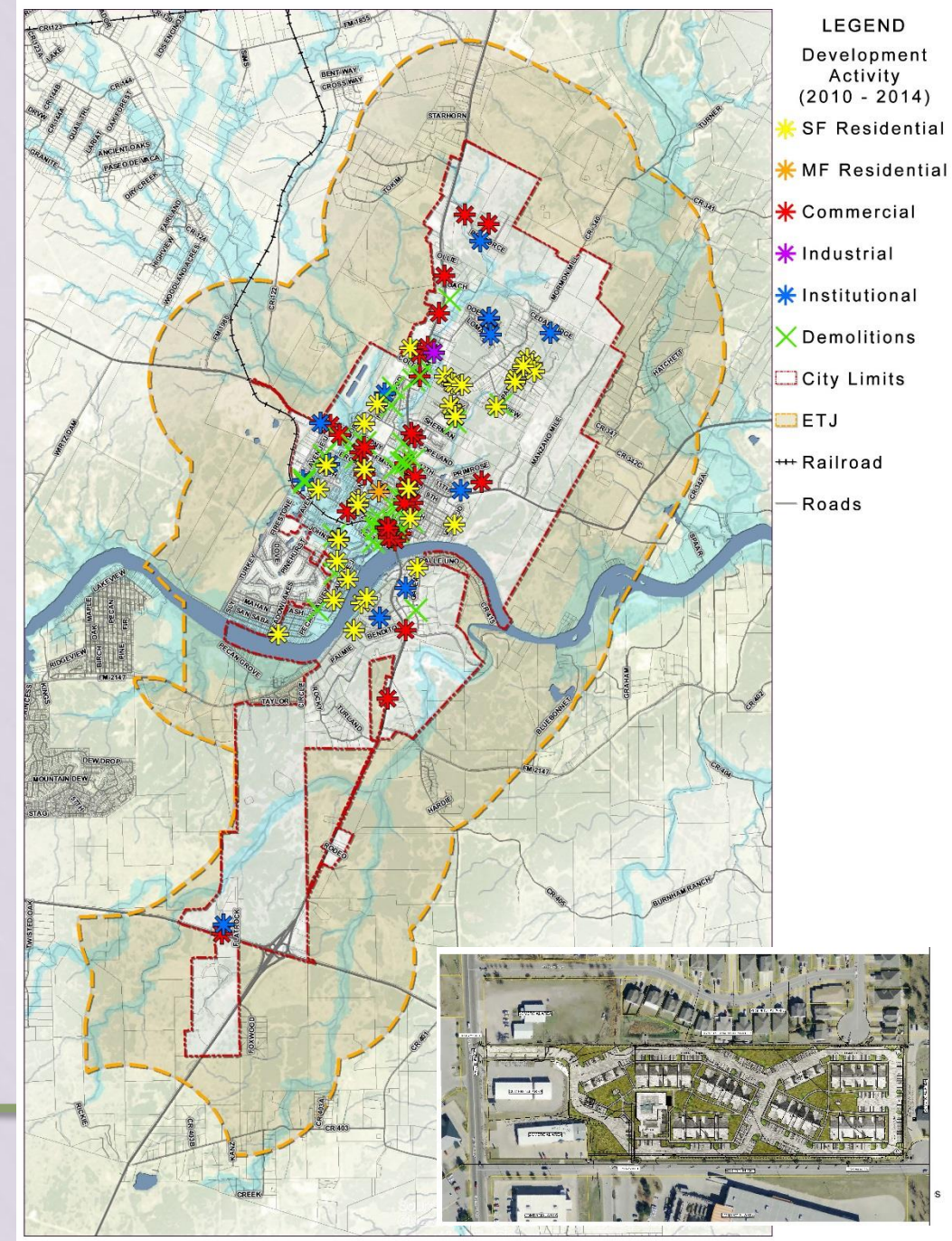


	1970	1980	1990	2000	2010	2015	2020	2025	2030	2035	2040
■ Historical Data	2,209	3,252	4,007	4,959	6,077						
▲ TSDC 0.5 Scenario					6,077	6,411	6,786	7,154	7,485	7,765	8,020
◆ TSDC 1.0 Scenario					6,077	6,730	7,450	8,205	8,930	9,579	10,171
● Texas Water Development Board					6,077	7,272	8,702	10,548	12,785	15,383	18,509
✧ Linear Regression					6,077	6,612	7,195	7,734	8,313	8,854	9,431
— Exponential Growth					6,077	6,727	7,447	8,244	9,126	10,102	11,183
— Growth Indicators - Recent Growth (0.9% CAGR)					6,077	6,351	6,637	6,935	7,248	7,574	7,915
— Growth Indicators - School District (Past 5-YR Trend)					6,077	6,205	6,336	6,470	6,606	6,746	6,888



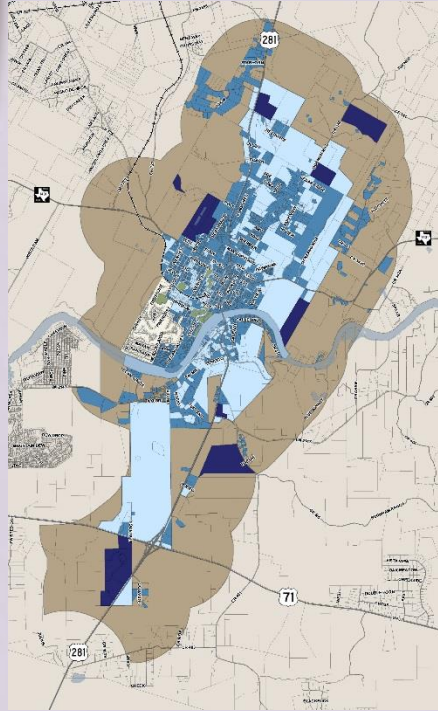
# Where is new growth occurring?

- Down by U.S. Highway 281 / 71
  - New hospital
  - New residential (e.g., Gregg Ranch)
- Commercial: Along U.S. Highway 281 and FM 1431 in core of the City
- Residential: In the existing City limits on lots served by utilities
  - 1 MF Oak Creek Townhome MF project
  - Recent movement on new market rate units (e.g., Residences at Panther Hollow ~ 330 units)

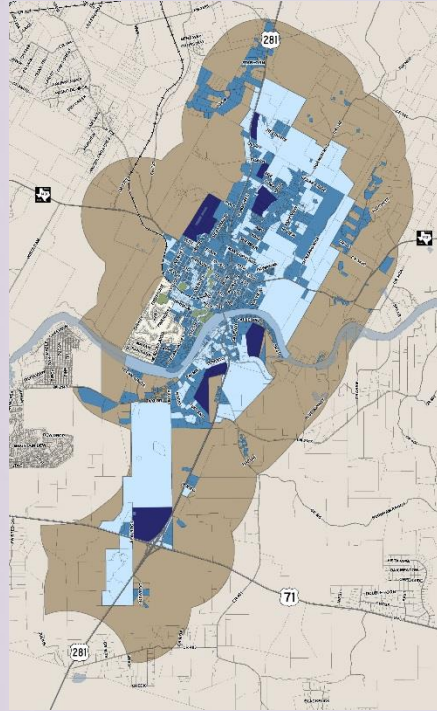




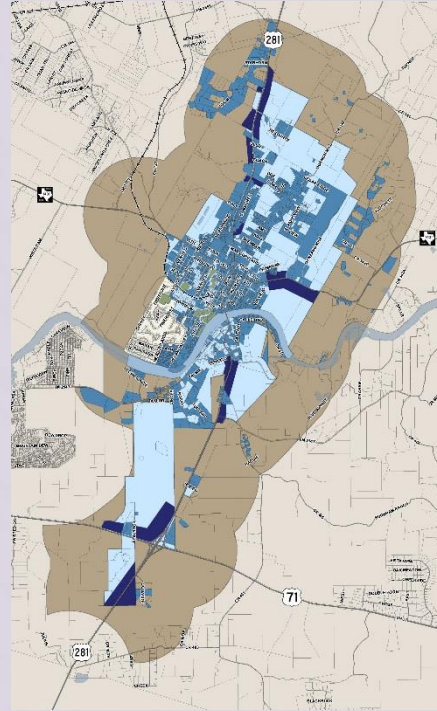
# Forms of New Growth



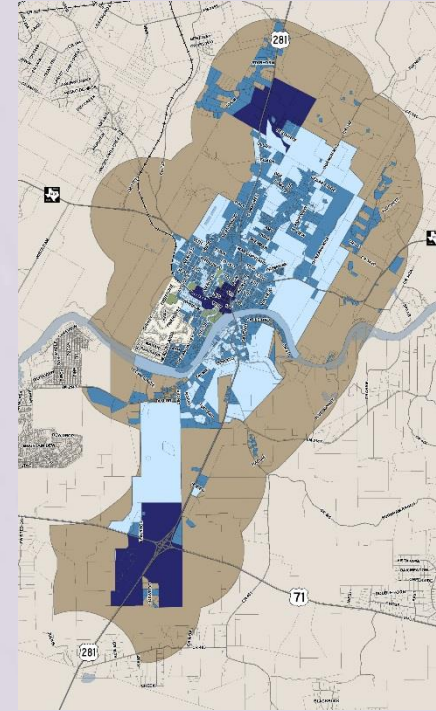
Scattered



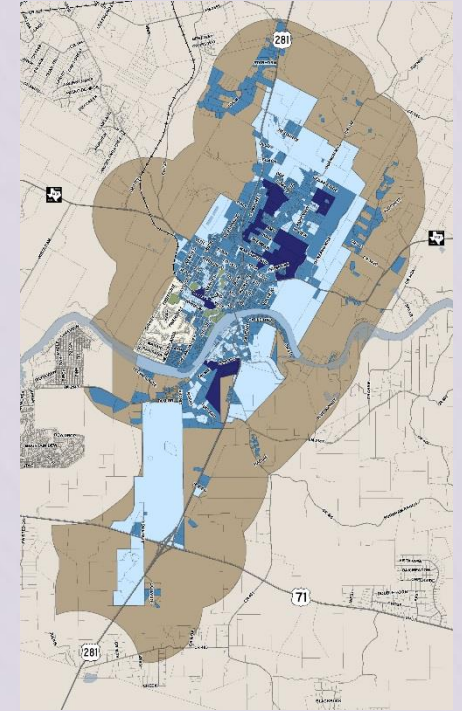
Contiguous



Linear



Nodal



Infill /  
Redevelopment

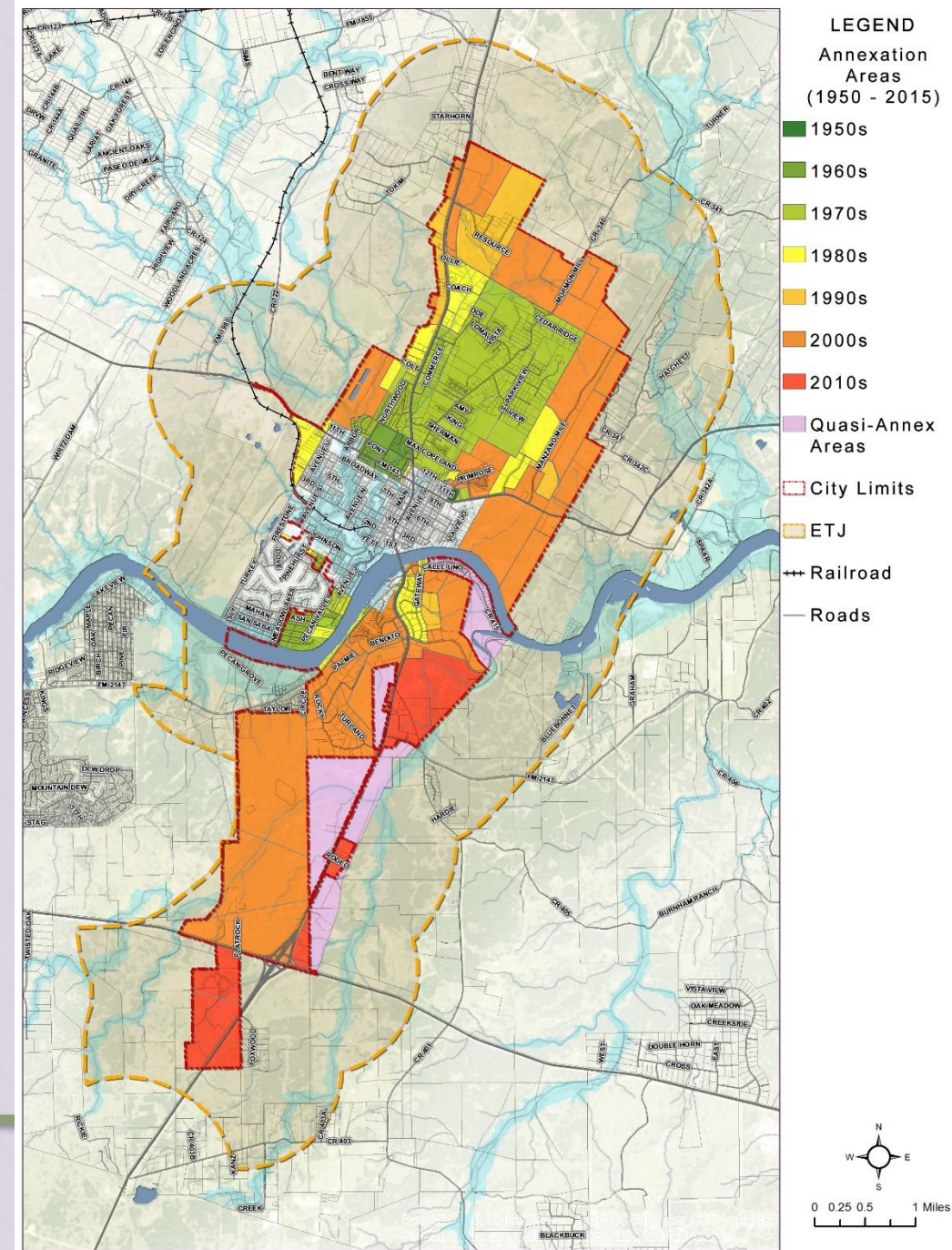
# Guiding New Growth

- Long-range planning
- Annexation & development agreements
- Zoning, subdivision, and development regulations
- Impact fees
- CIP
- PPP (e.g., utility cost sharing)
- Financing support / incentives (TIRZ)



# Annexation

- Extending municipal control & regulatory authority over developing areas
  - Public health, safety & welfare
  - Orderly growth
  - Strategic economic purposes
- Help share the tax burden
- To expand ETJ (unless abutting another ETJ)
- Tex. Local Gov't Code Chapter 43 allows a home rule city the authority to do both voluntary and involuntary (unilateral annexation)
  - May annex up to 10% of land area within the City limits
  - Cumulative if not used

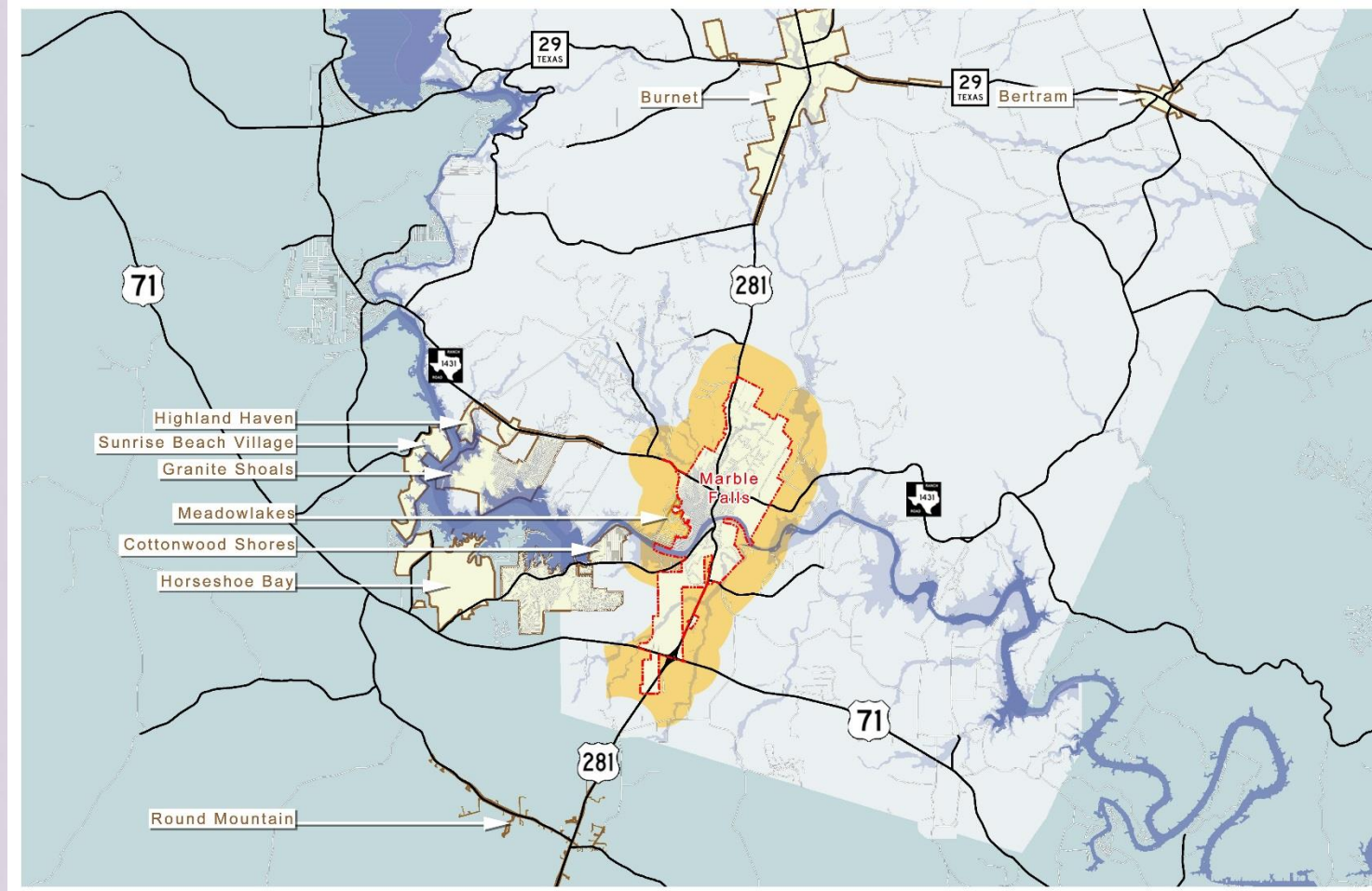


# Policies

- Evaluate the fiscal implications of annexation to understand their impacts on City capital investments, staffing, operations, maintenance, and debt.
- Promote contiguous, nodal / district, infill / redevelopment growth opportunities over linear or scattered growth. In other words, direct development towards already incorporated areas which are served by existing infrastructure and public services.
- Prioritize annexation of commercial areas as designated on the Future Land Use Plan to maximize tax revenue and to create additional employment opportunities for others throughout the Highland Lakes region.
- Use development agreements and voluntary ETJ agreements to protect the City's growth trajectory and to ensure implementation of the community's vision for the future.
- Plan for the extension or upgrade of infrastructure to support growth in areas that have opportunities for infill, revitalization, or redevelopment.
- Plan for the extension of infrastructure in areas of predicted growth as set out in Map 3.3, *Growth Plan*, later in this chapter.
- Protect public access to Lake Marble Falls.



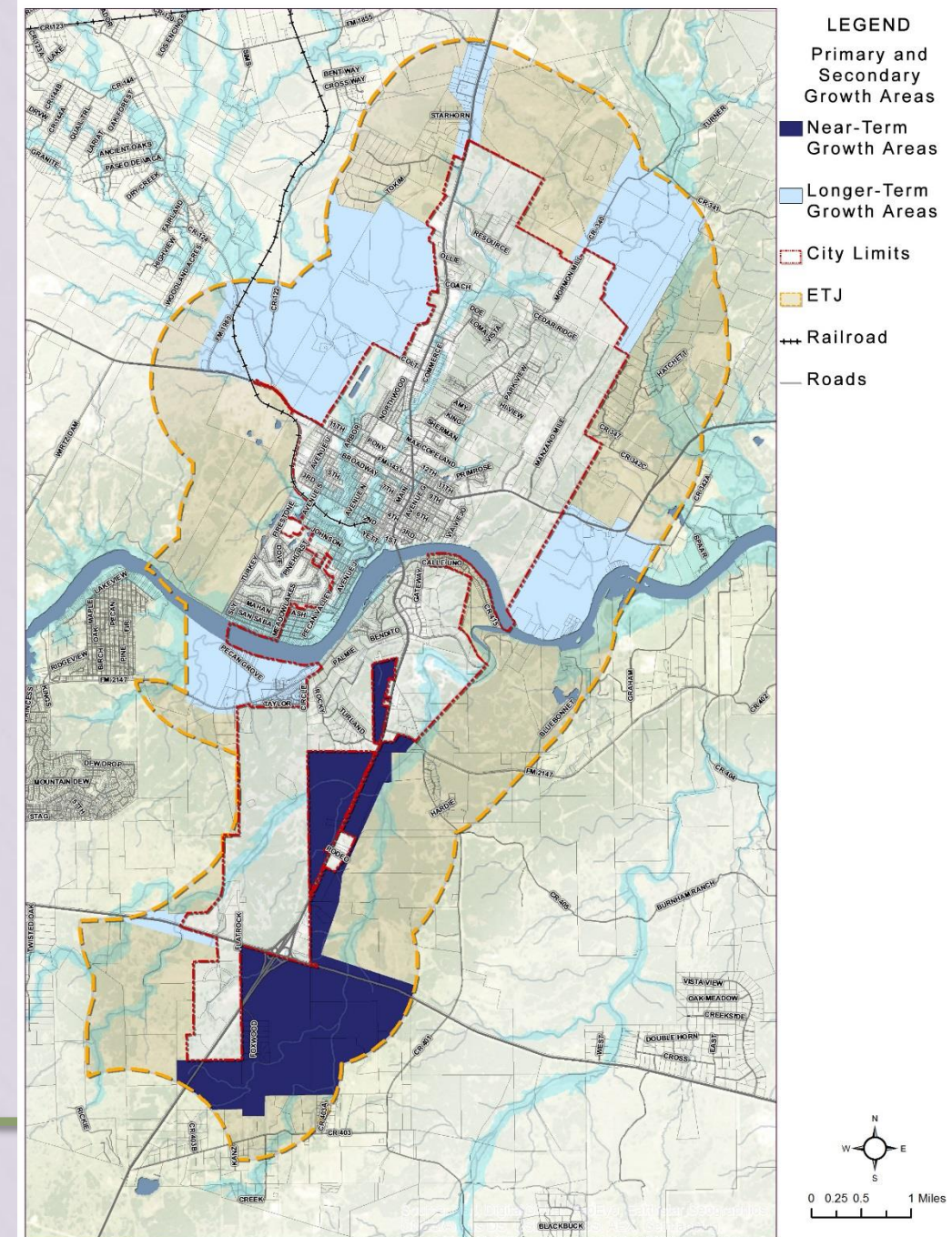
# Growth Direction





# Growth Plan

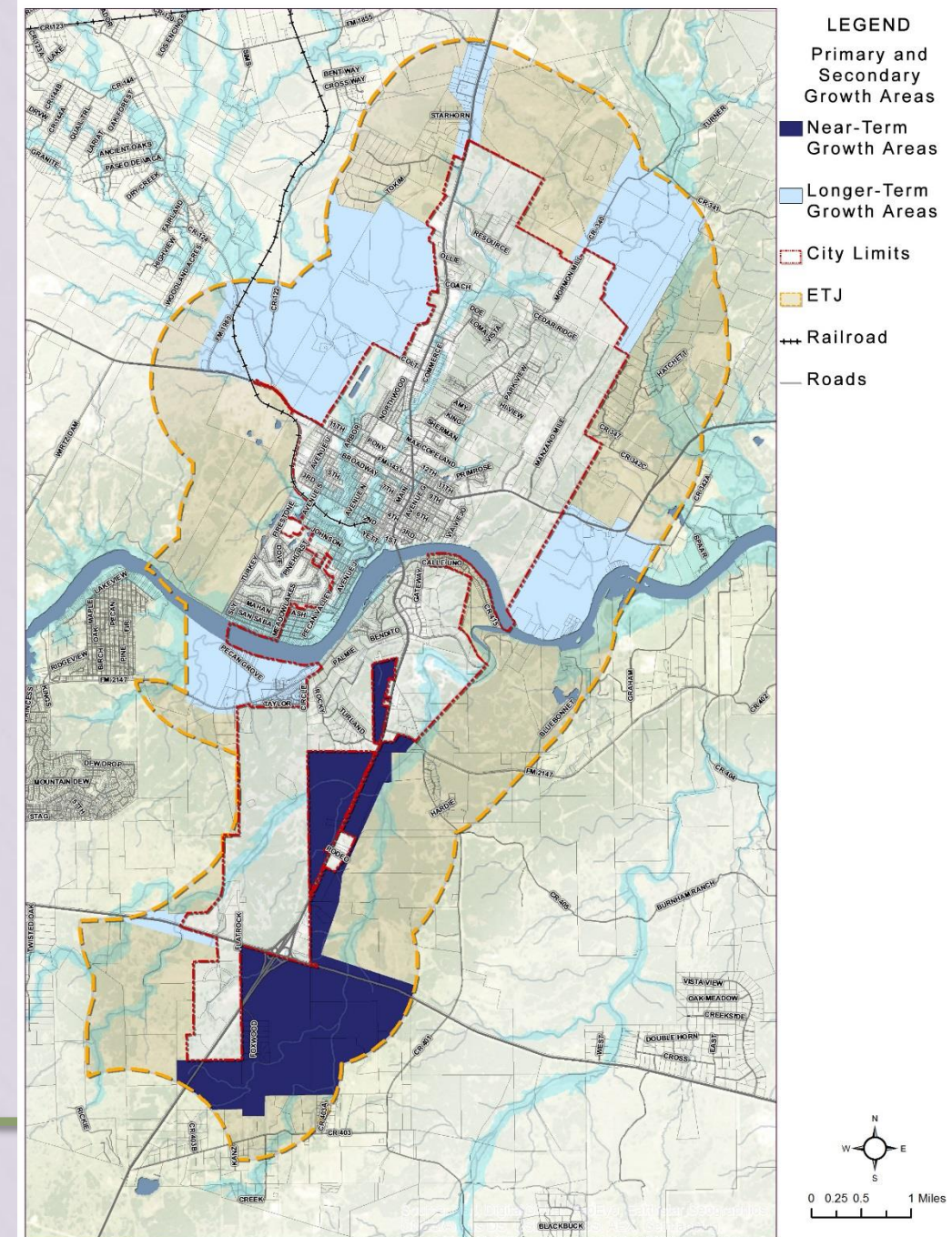
- Not a rigid regulatory mechanism; rather a tool to assist long-range planning
- Consists of near- and longer-term annexation areas
  - based on need and fiscal impact analysis





# Growth Plan

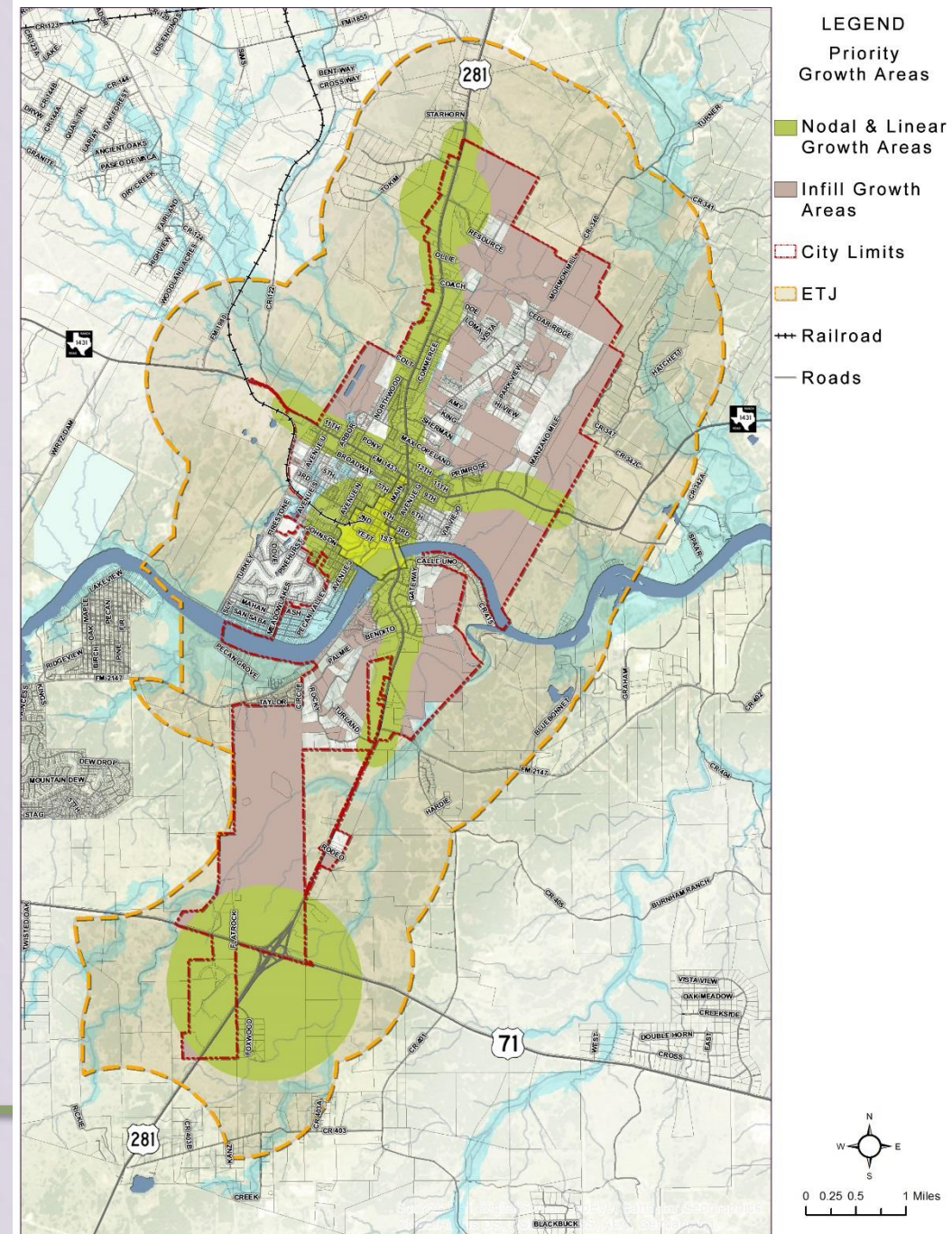
- Action 3.1.1 – Manage growth concurrent with provision and maintenance of adequate public facilities and services
  - Utilize a fiscal impact tool to understand the fiscal benefits and consequences of annexation
- Action 3.1.2 – Pursue annexation of near-term annexation areas
- Action 3.1.3 – Monitor need for potential annexation of longer-term growth areas





# Obj. 3.1 – Capitalize on Increased Demand for Development w/ a Growth Strategy

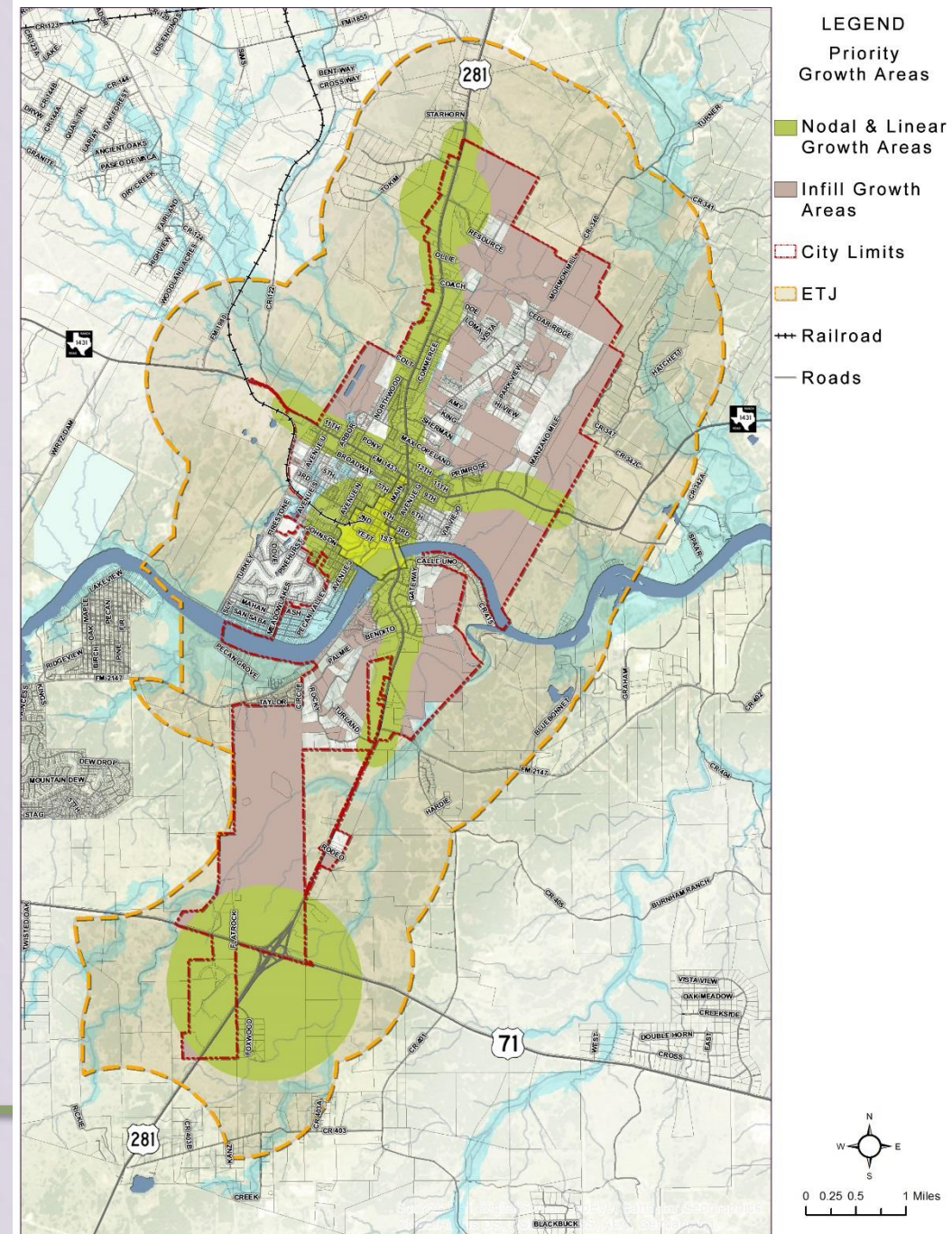
- Action 3.1.4 – Develop policies and incentives that encourage and promote infill development
  - Almost 5,327 acres of undeveloped land within the City limits + land that is previously developed and could be redeveloped.
  - Already served by public utilities and services
  - Incentives
    - Density bonuses for infill
    - Infill residential and nonresidential standards to protect existing development character (e.g., historic areas)





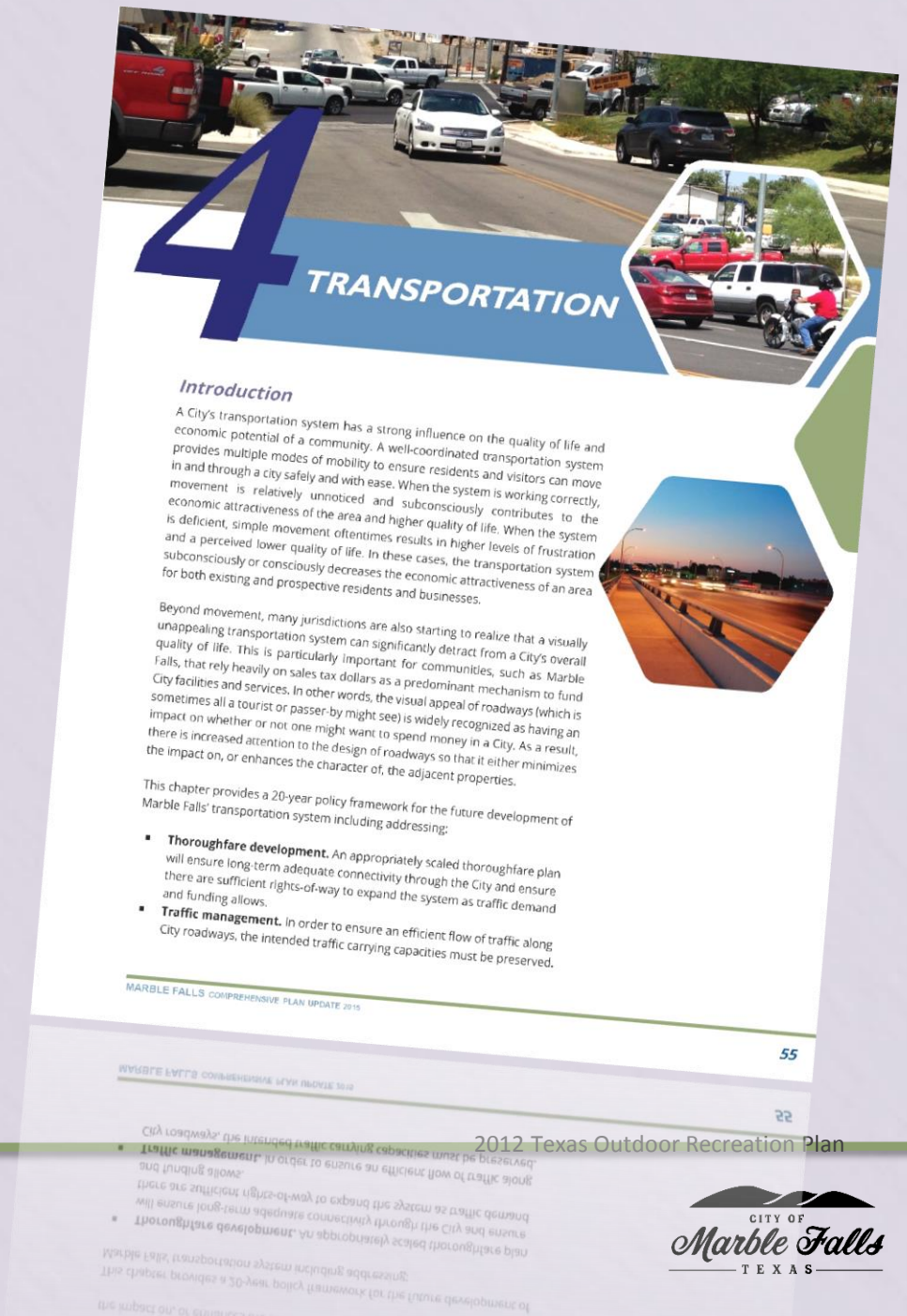
# Obj. 3.1 – Capitalize on Increased Demand for Development w/ a Growth Strategy

- Action 3.1.5 – Utilize growth to protect from poorly timed development or low quality development (e.g., rural or ag. zoning)
- Action 3.1.6 – Promote green building practices as part of both public & private development
- Action 3.1.7 – Assess and implement solutions to improve resiliency
  - Hazard mitigation, floodplain improvements, underground utilities



# Ch. 4 Transportation

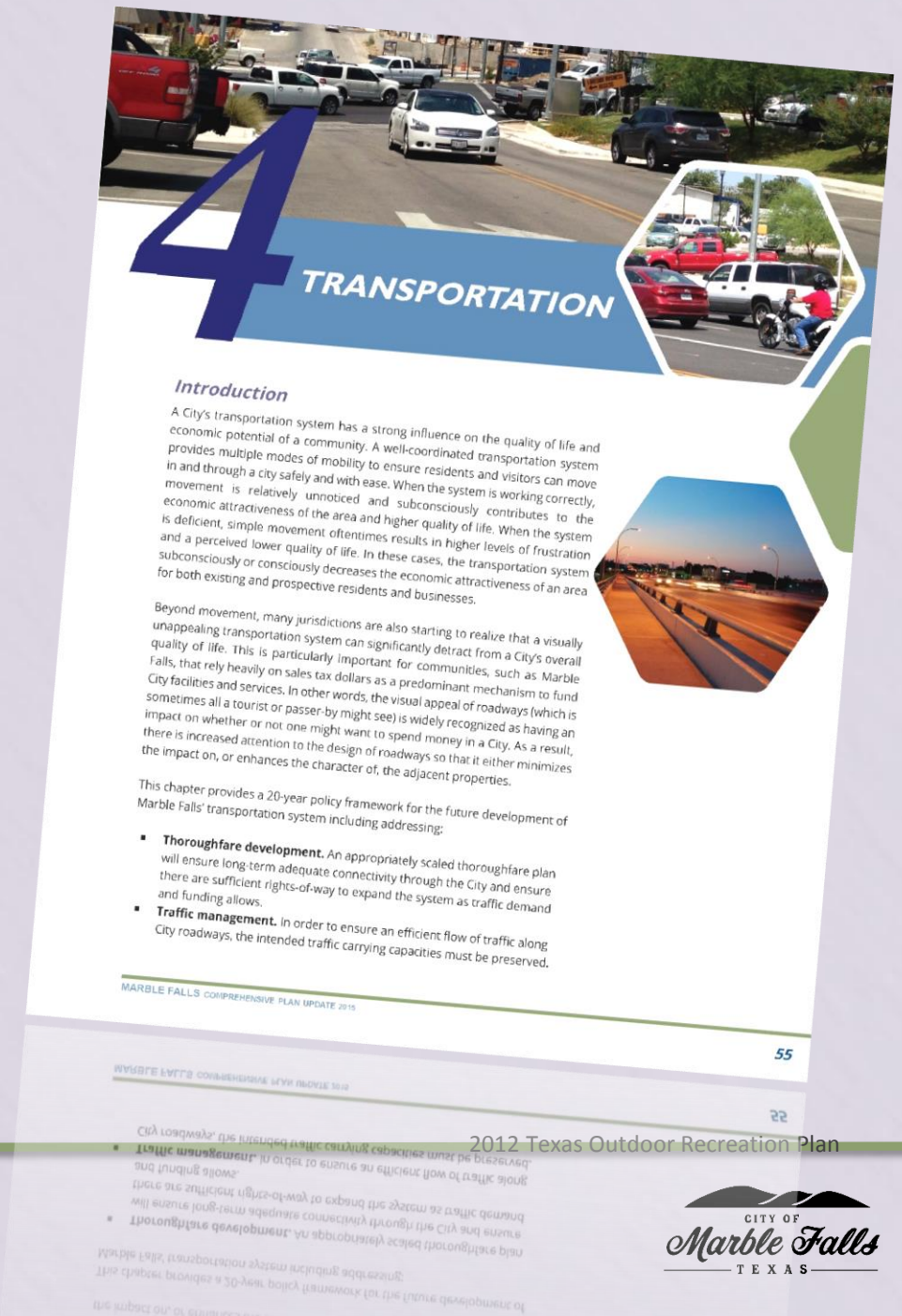
- Describes:
  - existing transportation conditions
  - regional planning initiatives
  - functional classification of roadways
  - street cross-sections
  - access management
  - Complete streets & CSS
  - Alternate forms of mobility
    - freight, transit, bike & ped. accommodations (e.g., sidewalks)
- Identifies action recommendations





# Ch. 4 Transportation

- Presents a policy framework for:
  - Thoroughfare development
  - Traffic management
  - Complete Streets
  - Alternate mobility



## Introduction

A City's transportation system has a strong influence on the quality of life and economic potential of a community. A well-coordinated transportation system provides multiple modes of mobility to ensure residents and visitors can move in and through a city safely and with ease. When the system is working correctly, movement is relatively unnoticed and subconsciously contributes to the economic attractiveness of the area and higher quality of life. When the system is deficient, simple movement oftentimes results in higher levels of frustration and a perceived lower quality of life. In these cases, the transportation system subconsciously or consciously decreases the economic attractiveness of an area for both existing and prospective residents and businesses.

Beyond movement, many jurisdictions are also starting to realize that a visually unappealing transportation system can significantly detract from a City's overall quality of life. This is particularly important for communities, such as Marble Falls, that rely heavily on sales tax dollars as a predominant mechanism to fund City facilities and services. In other words, the visual appeal of roadways (which is sometimes all a tourist or passer-by might see) is widely recognized as having an impact on whether or not one might want to spend money in a City. As a result, there is increased attention to the design of roadways so that it either minimizes the impact on, or enhances the character of, the adjacent properties.

This chapter provides a 20-year policy framework for the future development of Marble Falls' transportation system including addressing:

- **Thoroughfare development.** An appropriately scaled thoroughfare plan will ensure long-term adequate connectivity through the City and ensure there are sufficient rights-of-way to expand the system as traffic demand and funding allows.
- **Traffic management.** In order to ensure an efficient flow of traffic along City roadways, the intended traffic carrying capacities must be preserved.

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2012 Texas Outdoor Recreation Plan

# Existing Transportation System





# Regional Planning Initiatives

## CAMPO

- Capital Area Metropolitan Planning Organization (MPO)
  - approves use of federal transportation funds
  - produces Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP)
  - Coordinates with Cap Metro, CARTS, CTRMA, FHWA, TxDOT, FTA, etc.
    - has a lot of control over \$
- Burnet County joined in 2013
- Completed the 2040 RTP in 2015
  - Marble Falls as a relatively newcomer has its projects relatively low in priority of the 450 or so transportation improvement recommendations

# Regional Planning Initiatives

## Burnet County

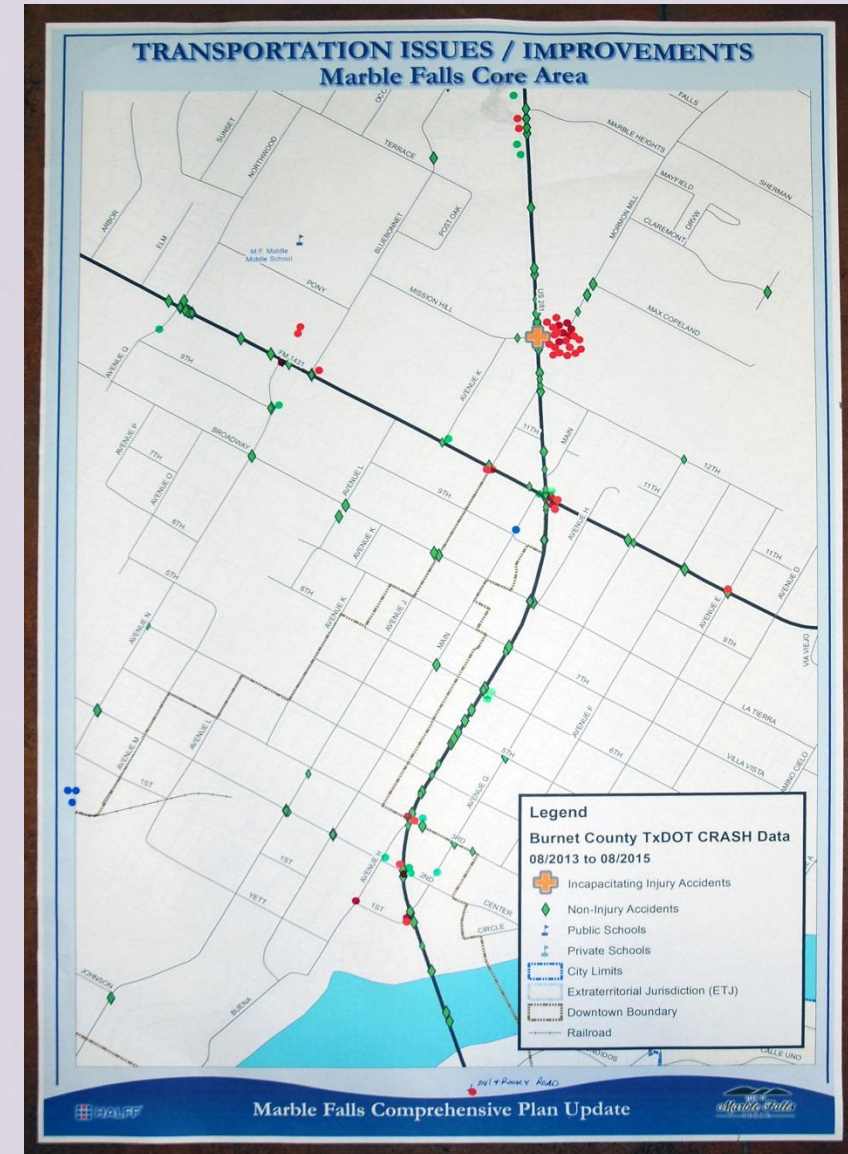
- Burnet County Transportation Master Plan was adopted in 2010
- Identifies a series of improvements & expansions to the county thoroughfare network
- Proposed improvements
  - Wirtz Dam Road & Bridge improvements
  - Widened U.S. 281, SH 71, FM 1431, & FM 2147
  - Bypass 1 connecting into FM twice



# Local Transportation Concerns

## Online Survey Concerns

- U.S. Highway 281 & FM 1431;
- U.S. Highway 281 & Mormon Mill Road & Mission Hills Drive;
- U.S. Highway 281 & Gateway N (2147);
- U.S. Highway 281 & 2nd Street;
- FM 1431 & Avenue E;
- FM 1431 & Avenue N;
- Avenue N;
- Broadway Street; and
- All the roads in the vicinity of Marble Falls Middle School.









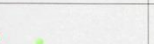






# Local Transportation Concerns

## Other Stakeholder Concerns

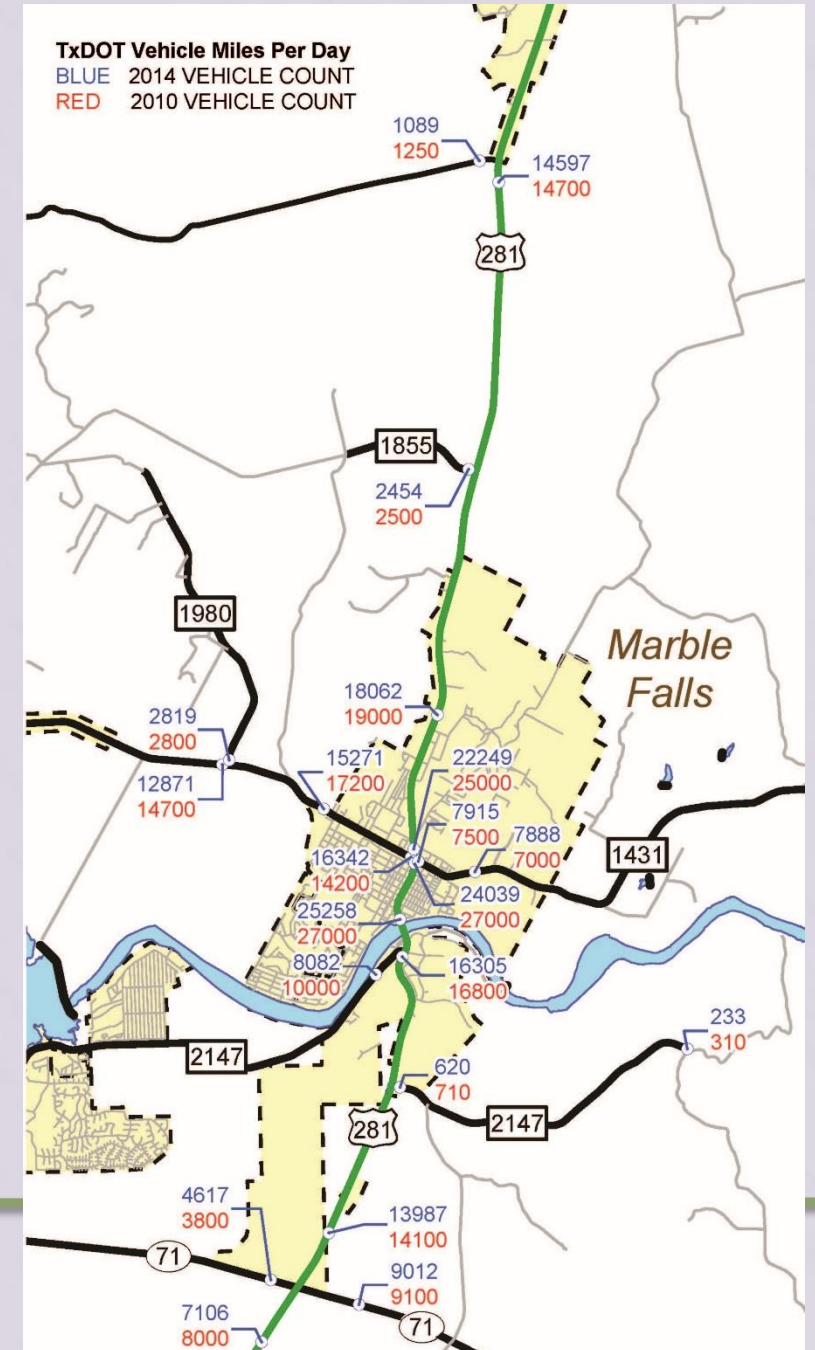
- 2nd Street floods frequently and needs a higher bridge;
- Need to synchronize traffic lights that are close together;
- Provide locals with a safe alternate route off of U.S. Highway 281 but ensure those roads are not negatively impacted by the additional traffic;
- Provide a center turning lane all the way along U.S. Highway 281 to State Highway 71;
- Truck traffic through the City creates safety concerns;
- Ensure safe sight distance for drivers entering U.S. Highway 281 from driveways and intersections;
- Mixed opinions on the idea of a bypass around Marble Falls; and
- Need comprehensive street repair program rather than small spot fixes.

TRANSPORTATION ISSUES / IMPROVEMENTS	
Please help the City identify priorities for improving traffic safety and congestion within the City. Place up to three (3) <b>GREEN</b> Sticky Dots per person on your three highest priorities for improving traffic safety and flow within the City.	
Priority	Transportation Strategy
	Identify a truck route that removes heavy/hazardous truck traffic out of neighborhood/downtown areas (addresses local traffic issues; not a regional truck traffic solution)
	Redo signal timing along U.S. Hwy 281
	Research alternatives to route internal, local traffic off of U.S. Hwy 281
	Connect existing roads to improve overall Citywide connectivity (e.g., connecting Resource Parkway to Mormon Mill Road and Manzano Mile)
	Conduct an access management study along U.S. Hwy 281 / FM 1431 to determine appropriate spacing of driveways, needed turn lanes, etc.
	Adopt a Citywide policy that all streets need to accommodate pedestrians and bicyclists (i.e., a Complete Streets policy)
	Support another bridge connection across the Colorado River to provide multiple options for accessing areas to the south
	Make improvements at low water bridge or railroad crossings to improve Citywide access and provide for more choices
	Improve regulations to require interconnectivity between adjacent businesses for new development and redevelopment
	Establish a traffic calming program where neighborhoods could implement ways to slow down traffic and improve safety in residential areas
	Expand resources (e.g., manpower, equipment, and funding) to improve the quality and condition of road surfaces within the City
<p>OTHER: <i>Further widening, remove/adjust curbs to N and Johnson St please</i></p> <p>Other: <i>From 281 to 71 lane on 281 South all the way to Hwy 71</i></p>	

HALFF Marble Falls Comprehensive Plan Update

# Traffic Counts

- Different trend than what was occurring during last plan
- Traffic counts remained stable or went down
- Assume that bridge reconstruction project caused some to reroute elsewhere
- Anticipated to grow



# Functional Classification of Roadways

- Major arterials
  - U.S. Highway 281, SH 71
- Minor arterials
  - SH 29, FM 1431
- Major collectors
  - Mormon Mill Road, Manzano Mile, CR 401
- Minor collectors
  - Ave. N, Ave. J, 2<sup>nd</sup> Street
- Local streets



## Arterials

Greater focus on mobility  
Low degree of access

## Collectors

Balance between mobility and access

## Local Streets

Lesser focus on mobility  
High degree of access



# Functional Classification of Roadways

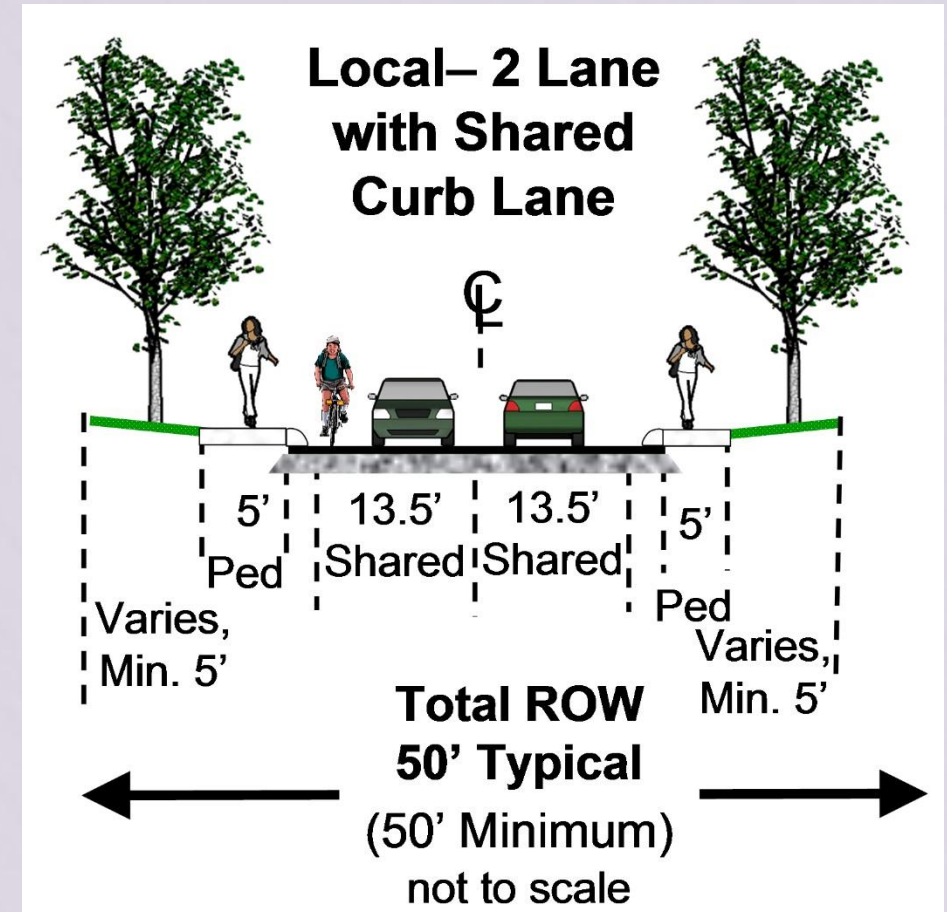
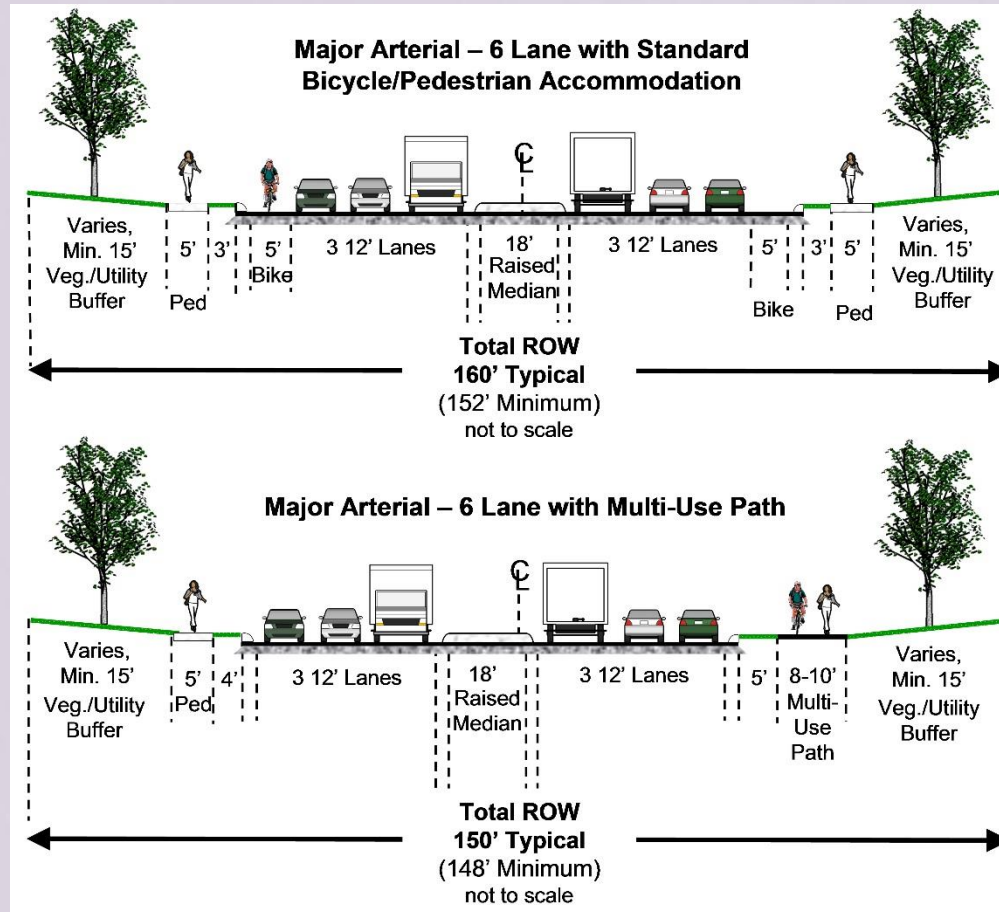
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- Local streets

Table 4.1, Roadway Functional Classification Standards

CRITERION	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
PURPOSE	Mobility is primary; access is secondary. Connects primarily to other arterials.	Connects primarily to major arterials and lower classification roadways. Access is secondary.	Collects traffic destined for the arterial network. Connects arterials to local streets; and sometimes for access.	Collects traffic destined for the arterial network. Connects arterials to local streets; and sometimes for access.	Provides direct access to properties. Intended to carry traffic to collector streets. Designed for slower speeds.
FUNCTIONAL ROLE	Serves the highest volumes of long-distance mobility and connects activity centers.	Serves high volumes of long-distance mobility and connects activity centers to major arterials.	Serves medium-distance mobility needs and connects lower to higher classification roadways.	Serves local-area mobility needs connecting local land uses to the regional system.	Provides the highest level of access to abutting land.
NUMBER OF LANES	4 to 6 lanes; may include a center turning lane with or without landscaped islands	3 to 5 lanes; may include a center turning lane with or without landscaped islands	Either 4 lanes or 2 with a center turn lane with or without landscaped islands	Either 2 lanes or 2 with a center turn lane	2 lanes
ROADWAY LENGTH	Typically > 5 miles	3 + miles	2 + miles	2 + miles	< 1 mile
ROW*	150 – 100 ft.	100 – 90 ft.	80 – 70 ft.	70 – 60 ft.	60 – 50 ft.
TRAFFIC VOLUMES (VPD = VEHICLES PER DAY)	20,000 to 60,000 VPD	5,000 to 30,000 VPD	1,000 to 15,000 VPD	1,000 to 10,000 VPD	100 to 3,000 VPD
DESIRABLE SPACING	Generally 5 miles or more	2 – 4 miles	1/2 to 2 miles	1/2 to 2 miles	Varies, at least 125 feet; grid pattern
POSTED SPEED	55 to 70 mph	45 to 60 mph	35 to 50 mph	25 to 40 mph	20 to 35 mph
ACCESS	State facility driveway guidelines apply. Urban area is highly developed.	State facility driveway guidelines apply.	State facility driveway guidelines apply.	State facility driveway guidelines apply.	Access / accommodation for non-vehicular traffic.
ON-STREET PARKING	Restricted	Restricted	May be permitted	May be permitted	Permitted
NEIGHBORHOOD RELATIONSHIP	Defines neighborhood boundaries	Defines and traverses neighborhood boundaries	Internal and traverses neighborhood boundaries	Internal	Internal
TRUCK ROUTES	Yes	Permitted	Permitted	No	No
BIKEWAYS	Permitted	Permitted	Yes	Yes	Yes
SIDEWALKS	Yes	Yes	Yes	Yes	Yes

\*Actual right-of-way requirements are determined in the subdivision regulations.

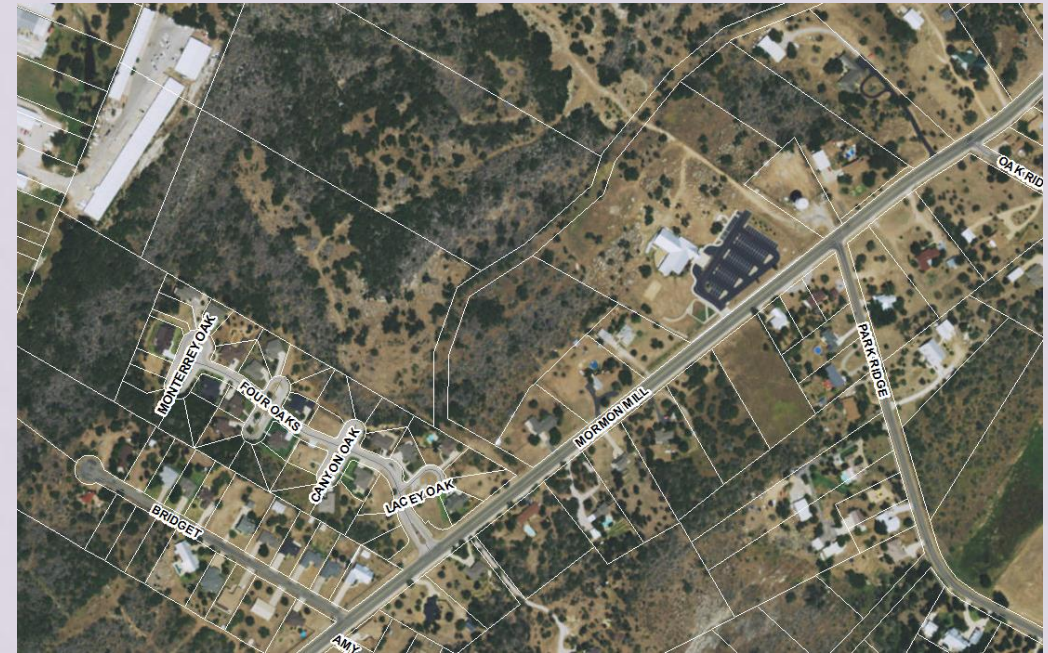
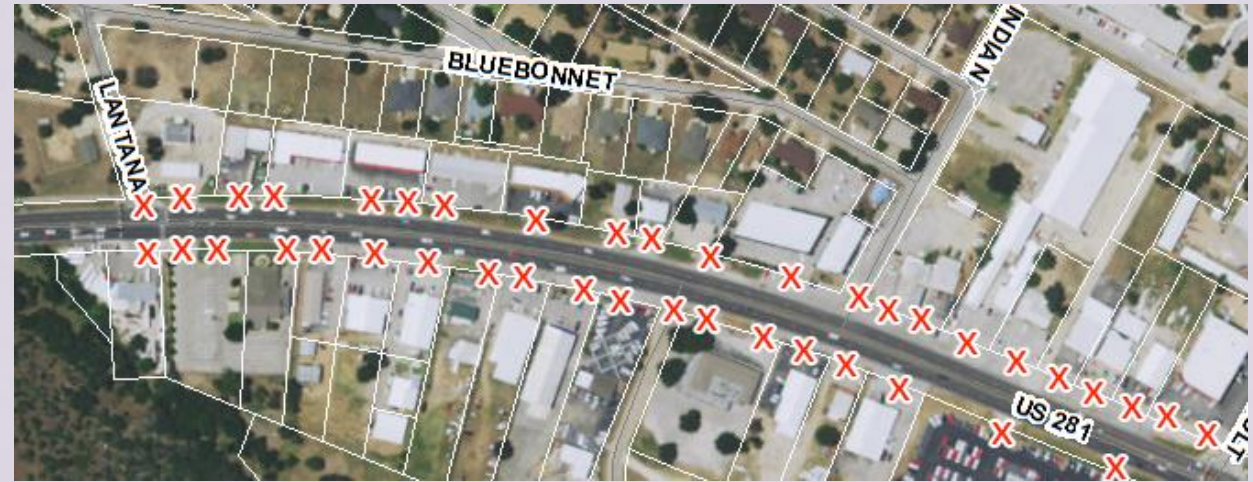
# Street Cross-Sections





# Access Management

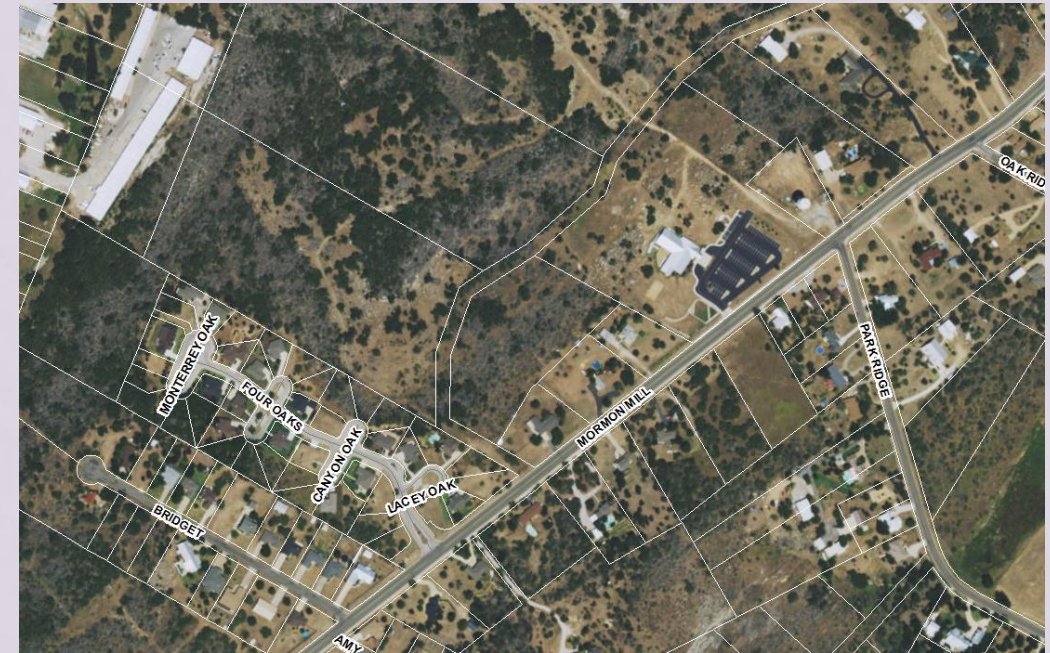
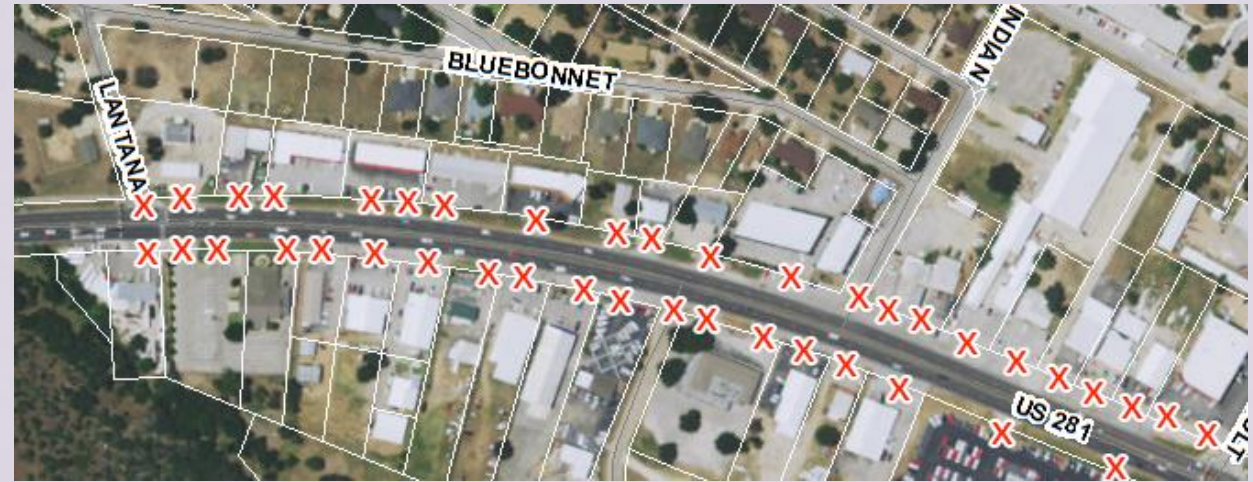
- Functional capacity is affected by:
  - Number of access points from intersecting streets, driveways, railroads, and intersections;
  - Lack of synchronization of traffic control devices (e.g., stop lights);
  - Presence or absence of acceleration, deceleration, or center turn lanes or a median; and
  - Poorly coordinated traffic flow entering or exiting from adjacent properties.





# Access Management

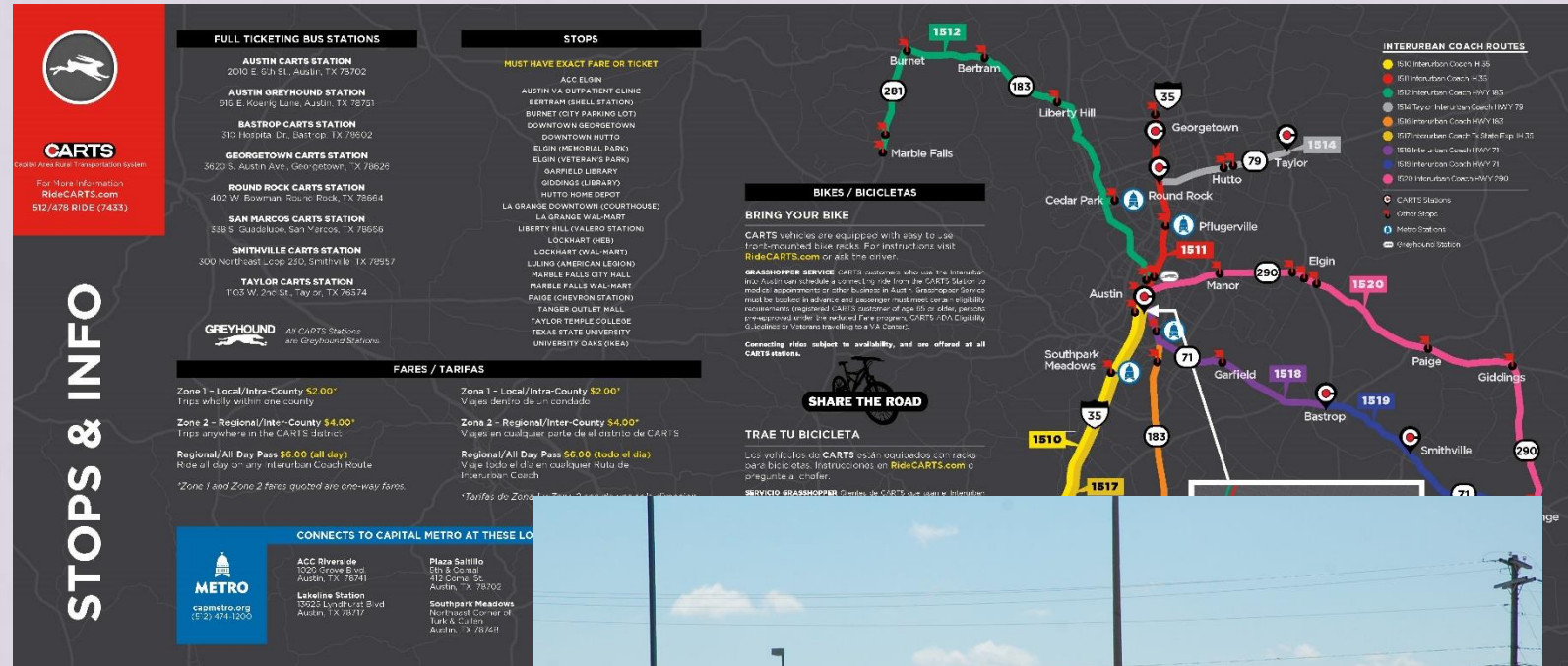
- Transportation System Management (TSM) program:
  - Intersection and signal improvements;
  - Thoroughfare bottleneck removal programs;
  - Data collection to monitor system performance; and
  - Special events management strategies.
- Combining adjoining parking lots and reducing total driveway entries;
- Requiring access to properties from side streets; and
- Requiring access to properties from parallel roadways.





# Transit

- CARTS (rural transit)
  - Curb-to-curb local service
  - on-demand
  - Out-of-town regular service
  - Interurban coach





# Bicycle and Pedestrian Facilities

- Trails will be covered in Parks chapter
- Sidewalks
  - Location:
    - Core downtown
    - Some newer developments & road projects
  - Provide the final connection from larger thoroughfare network





# Policies

- Create a mobility network of interconnected activity centers, corridors, and neighborhoods through a well-connected street layout that provides multiple route options to external destinations. This includes protection and development of future rights-of-way designated on the City's Thoroughfare Plan.
- Adhere to "Complete Streets" principles, meaning new street and thoroughfare development or redevelopment provides for mobility options for all users, not just vehicular traffic.
- Promote efficient and continuous regional connectivity through support, partnerships, and ongoing dialogue with Burnet County and the surrounding municipalities.
- Protect the functional capacity of roadways in the City and ETJ by adhering to established access management strategies.
- Utilize the established street cross-sections as part of all new road development and redevelopment.
- Consider context sensitive design (CSS) as a means to ensure roadway improvements are appropriate for the character of the community or environment it serves.
- Annually budget funding to adequately maintain the City's transportation system so that it remains safe and functionally capable of serving the transportation purpose it was intended for.
- Optimize the number of street, sidewalk, and trail connection points to the existing street pattern and the emerging trail system.
- Reduce truck traffic through Downtown and encourage alternative routes outside of established neighborhoods.
- Promote improved safety and accessibility in established neighborhoods by allowing traffic calming and other design techniques throughout the City and ETJ.

# Objective 4.1 – Maximize coordination and partnerships

- Action 4.1.1 – Actively participate in regional & statewide transportation planning
- 4.1.2 – Proactively pursue mutually beneficial transportation projects with area partners

Table 4.2, Regional Transportation Plan Projects Through 2040.

PROJECT	LOCATION	DESCRIPTION	PROPOSED YEAR	COST (IN MILLIONS OF \$)
Arterial Street Improvement Program	--	--	--	87.7
Arterial Street Improvement Program	--	--	--	12.0
Fixed Routes - Burnet County Interurban Routes	Burnet County	Implement a series of fixed routes to connect cities in Burnet County	2029	5.1
Intercity/Express Bus - Marble Falls to Austin	Marble Falls to Austin	Implement Express Bus Service	2035	4.3
Intermodal Facility - Marble Falls Station	Marble Falls	Upgrades to the current transit facility in Marble Falls to meet with ADA compliance. Construction should be completed in late Fall 2014	2015	0.5
US 281	US 281 at Resource Pkwy	Construct signal	2040	0.6
US 281	2nd St - FM 1431 in Marble Falls	Increase safety by controlling access through addition of curb and gutter and sidewalk	2040	1.2
US 281	Lantana - Nature Heights in Marble Falls	Increase safety by controlling access through addition of curb and gutter and sidewalk	2040	1.4
US 281	FM 1431 - Lantana in Marble Falls	Increase safety by controlling access through addition of curb and gutter and sidewalk	2040	1.4
US 281	at FM 1431 in Marble Falls	Intersection improvements (excluding SE corner) including radius, ADA sidewalks and ped heads	2040	3.9
US 281	at FM 1431 in Marble Falls	Intersection improvements (SE corner only) including radius, ADA sidewalks and ped heads	2040	1.3
US 281	left turn lane from RM 2147E - SH 71	Reconstruct - 5 lanes, shoulders	2040	21.3
FM 1431	Marble Falls east county line - east of Sycamore Creek	Realign roadway including add 14' left turn lane and 10' shoulders	2040	42.6
FM 2147	3.2 miles west of US 281 (east city limit of Cottonwood Shores) - 0.5 miles west of US 281	Rehabilitate pavement and add shoulders	2040	35.9
FM 2147	at Flatrock Creek	Replace low water crossing bridge	2040	2.6



# Objective 4.2 – Plan and expand transportation network concurrent with growth

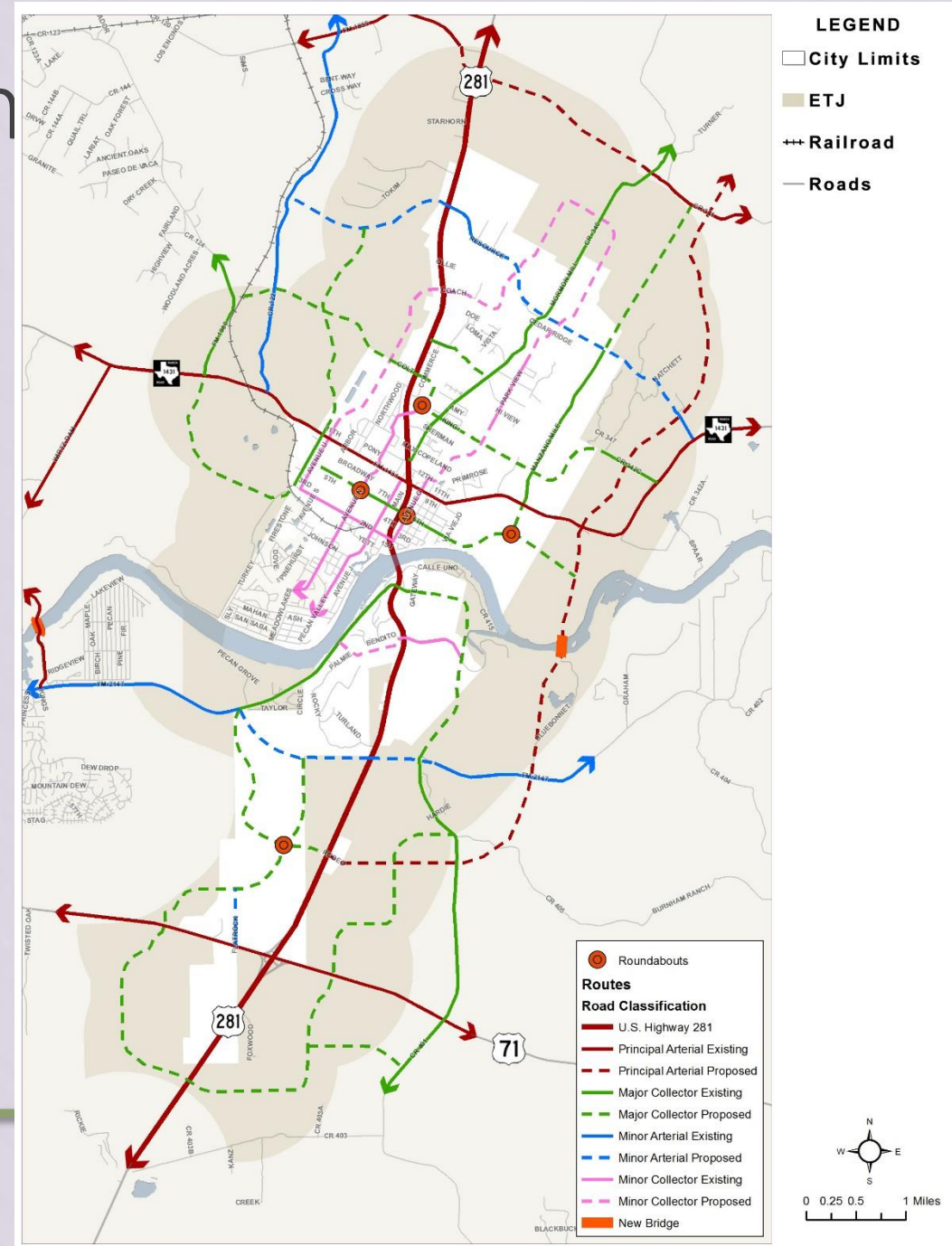
- Action 4.2.1 – Utilize thoroughfare plan as a prerequisite to development decisions





# Updated Thoroughfare Plan

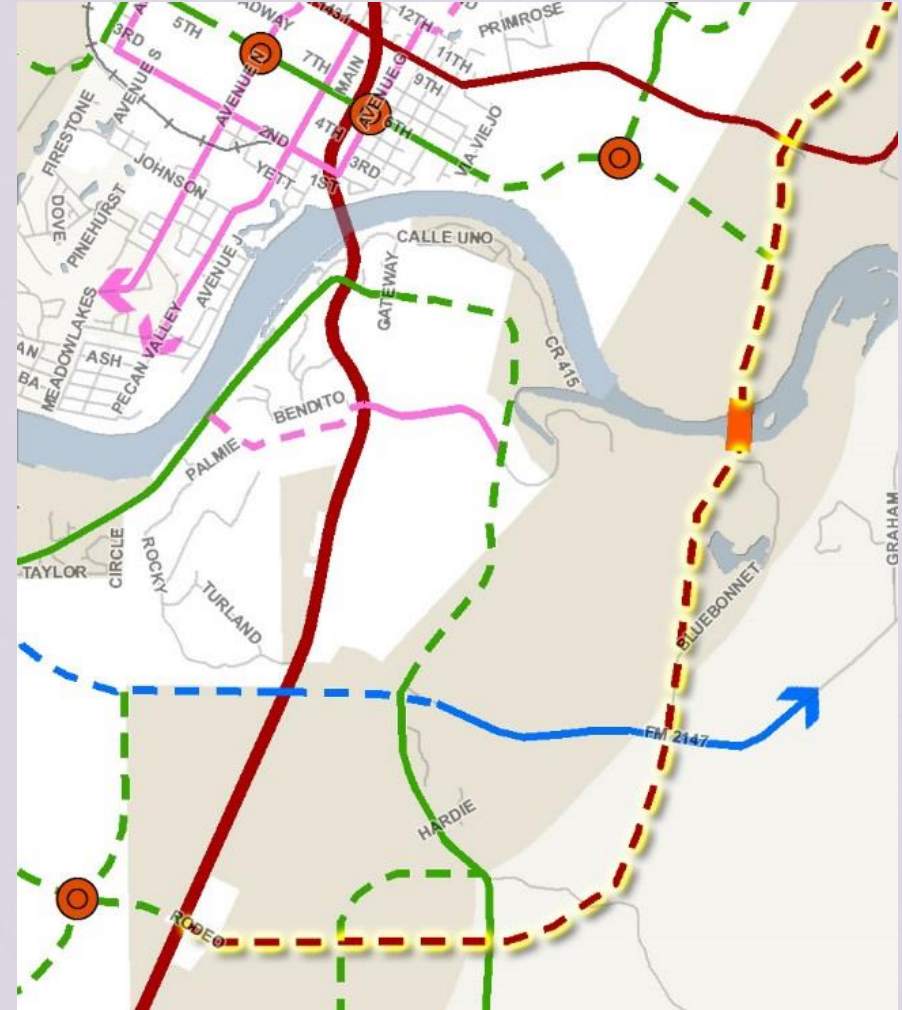
- Revised:
  - Simplification
  - Remove thoroughfares that had limited chance of getting built
  - Utilized greater county network to share resources
  - Created a greater interconnected network with key connections
  - Attempted to create local mobility options





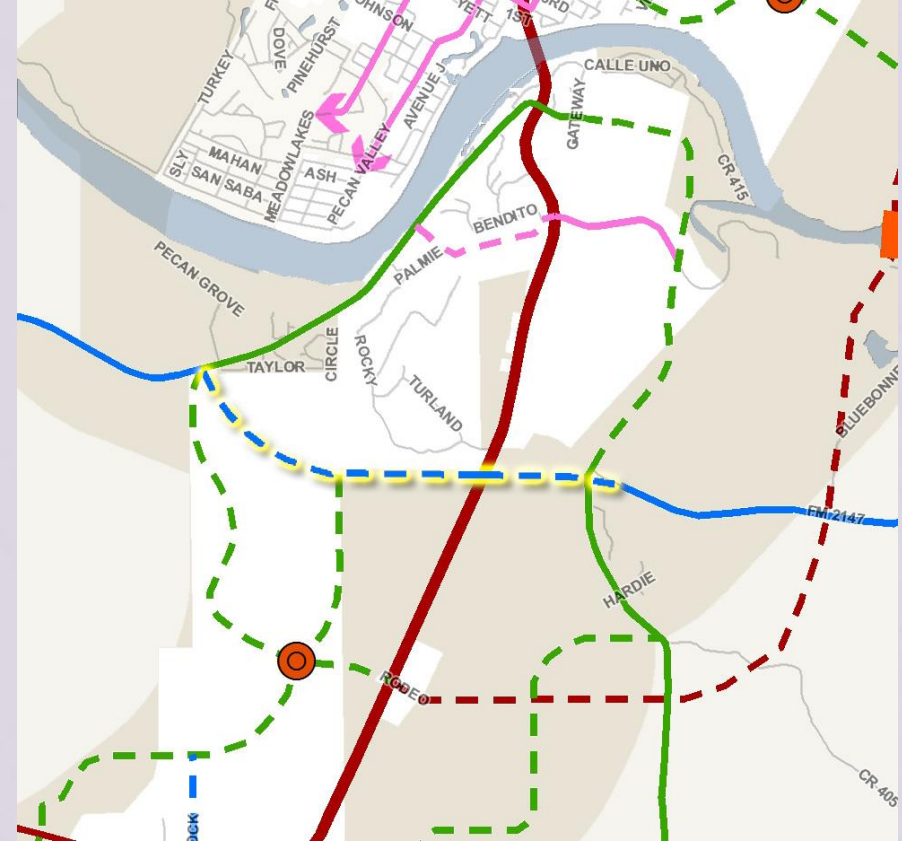
# Objective 4.2 – Plan & expand transportation network concurrent with growth

- Action 4.2.2 – Work w/ area partners to implement regional major arterial network



# Objective 4.2 – Plan & expand transportation network concurrent with growth

- Action 4.2.3 – Work w/ area partners to implement regional minor arterial network





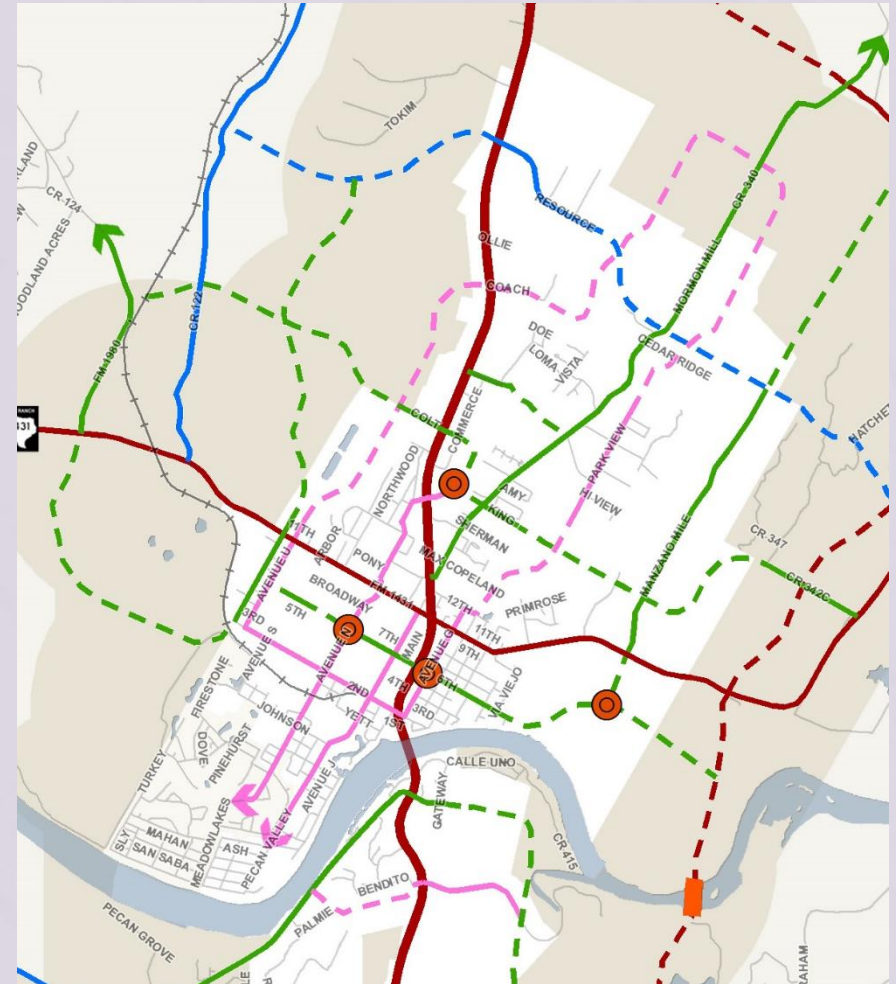
## Objective 4.2 – Plan & expand transportation network concurrent with growth

- Action 4.2.4 – Work w/ area partners to implement major collector network



# Objective 4.2 – Plan & expand transportation network concurrent with growth

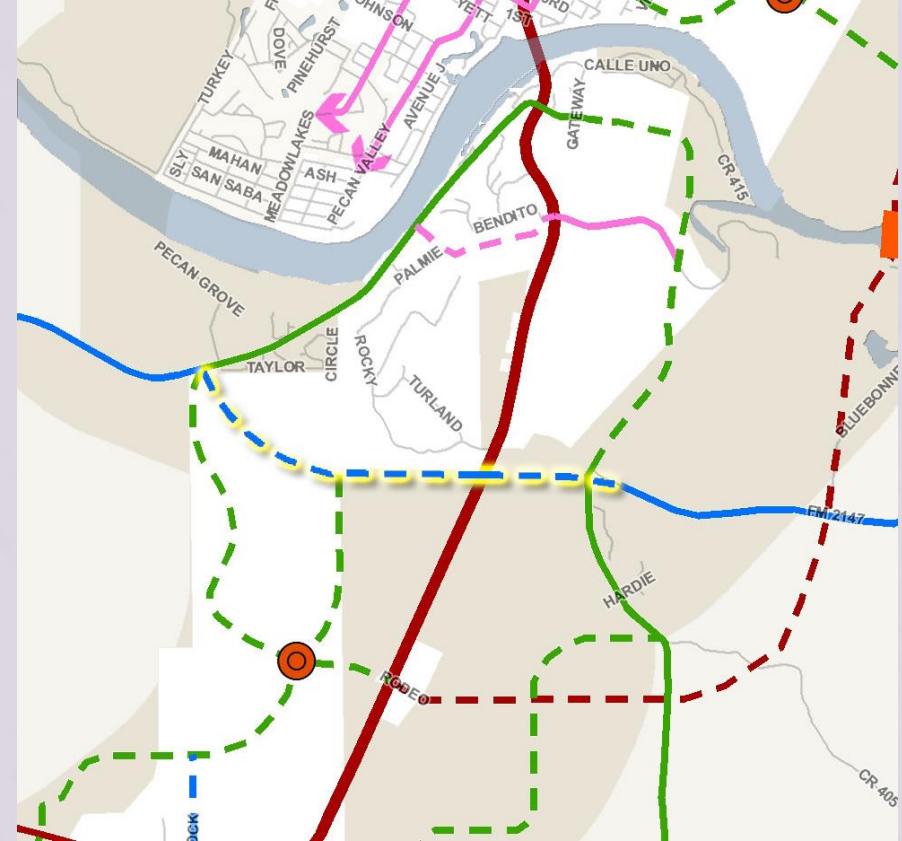
- Action 4.2.6 – Work w/ area partners to implement minor collector network ... local connector network





# Objective 4.2 – Plan & expand transportation network concurrent with growth

- Action 4.2.3 – Work w/ area partners to implement regional minor arterial network



# Avenue G



Existing



Proposed

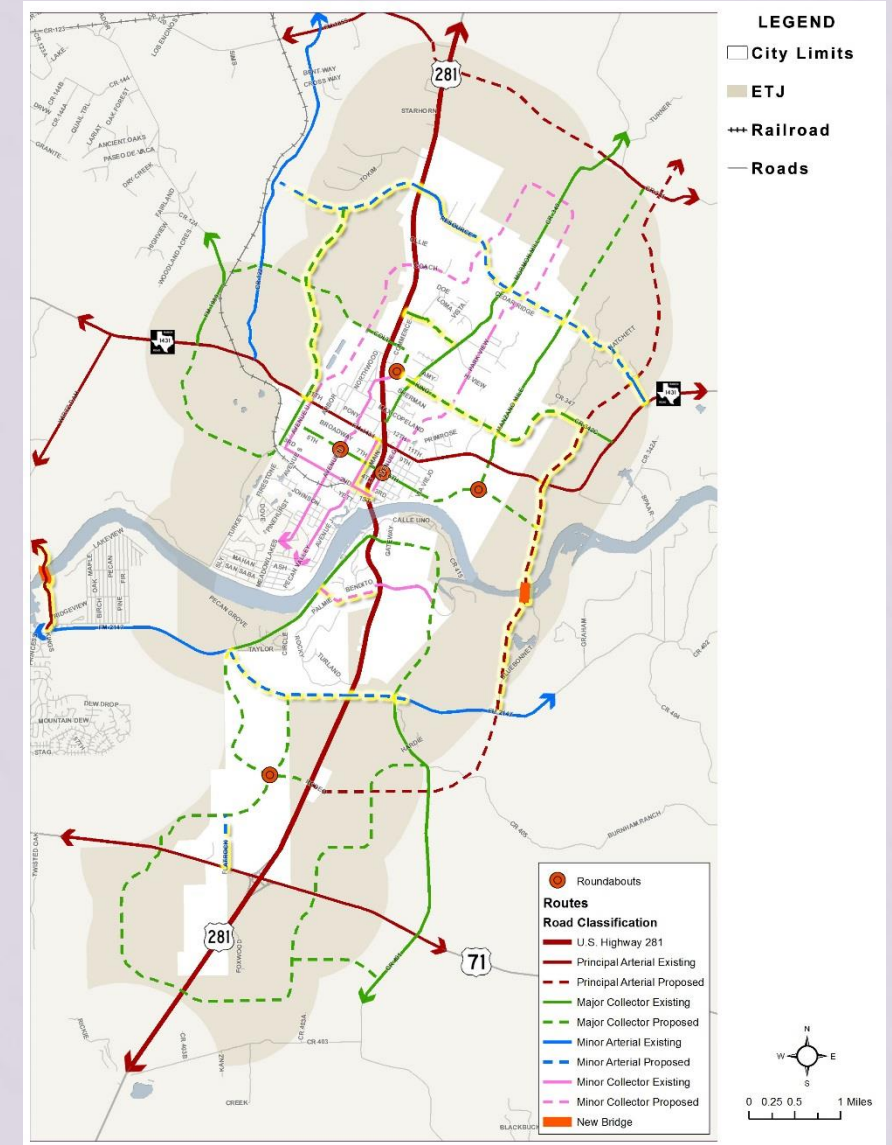




# Avenue G



# Priority Improvements





# Objective 4.4 – Explore opportunities to improve sidewalks

- Action 4.1.1 – Complete Streets policy
- Action 4.4.2 – Compile an inventory
- Action 4.4.3 – Develop a sidewalk master plan
- Action 4.4.4 – Consider increased funding
- Action 4.4.5 – Implement sidewalk improvement projects as part of new (re)development projects
- Action 4.4.6 – Amending subdivision regs:
  - 4 to 5 ft. local
  - 6 ft. major & minor collectors
  - 7 ft. on arterials or 10 ft. ADA trail
- Action 4.4.7 – Partner w/ MFISD

# Objective 4.5 – Support and encourage alternative forms of mobility

- Action 4.5.1 – Establish railroad quiet zones
- action 4.5.2 – Form regional partners to expand rural transit service to MF



# Land Use, Character, Feedback

- Regarding the FLUP:

- A general consensus was while the plan depicts the general aspirations of the community, it may need to be simplified.
- The Plan needs to communicate the “infill” philosophy.
- Remove Granite Mountain, West Bend, and East Bend Villages.
- Ensure that the plan communicates to both 20 years in the future as well as the near-term 5- to 10-year timeframe.

- Land Use Categories

- Based on the variety of responses (sometimes contradictory) received from the CPAC, it is clear that the land use categories need to be reviewed, consolidated when appropriate, and language updated to allow flexibility.

- Areas of special character:

- Downtown shopping district
- Lakeside recreation area / Mini riverwalk along Backbone Creek / Creeks in general
- Lake Marble Falls
- Preserve existing single family neighborhoods
  - Historic homes on and around Ave. E
  - Mormon Mill corridor
  - Pecan Valley
  - Northwood
- Create new character along US 281
- FM 1431 south of the high school

- Gateway locations:

- Second Street Gateway – enter at Visitor Center
- Secondary entrance to Johnson Park/Lakeside Park complex
- Edge of City limits on FM 1431 and US 281
- US 281/SH 71

# Next Steps – Tentative Meeting Dates

- Project Kick-Off
- June – July
  - Project team to gather and analyze base information
  - Release of online public survey
- August
  - Open House Public Workshop No. 1
  - CPAC – No meeting, but participation in open house
- September
  - CPAC Mtg. #2 (Summary of public engagement / presentation and discussion of chapters 1, 2, and 3)
- November (Tonight)
  - CPAC Mtg. #3 (11/19/15 presentation and discussion of chapters 3 and 4)

***Still on track for an  
estimated 11-month  
process from tonight  
through  
consideration of  
adoption***





# Next Steps – Tentative Meeting Dates

- January 2016
  - CPAC Mtg. #4 (01-05-16 presentation and discussion of chapter 5)
  - EDC Workshop
  - City Council & P&Z Commission briefing
- February 2016
  - CPAC Mtg. #5 (02-25-16 presentation and discussion of chapters 6, 7, and 8)
- April 2016
  - City Council, P& Z, CPAC Mtg. #6 (03-31-16 overview of draft plan and revisions)
  - Prioritization exercise
  - Open House Public Workshop # 2
- April 2016
  - Planning & Zoning Commission (04-21-16 special called meeting)
- **May 3, 2016**
  - **City Council consideration of adoption**

